RAILROAD

MAGAZINE | APRIL 50c

Rio Grande memories: one of the last steam-powered local freights on the old Alamosa branch in Colorado.

THE WRECKING BOSS'S WIFE

by LAURA E. BRUNNER

SAWMILL RAILROADING

by "FROG" SMITH

THE STORY OF 4-6-4 LOCOMOTIVES

by H. L. KELSO

CASH IN QUICK ON NEW SHOE CRAZE!

Comes in 121 color combinations, with any school or club initials your customer wants!

SEND COUPON FOR MY FREE OUTFIT

We'll set you up in a Money-Making Shoe Store Business FREE! Just 8 Easy Orders a Day bring you up to $960 a month!

Want Plenty of Money? Just show young men, college or high school students America's newest, hottest shoe craze . . . Mason Kampus King. They go wild over colorful school letter or personal initial right on each shoe. You take easy orders—collect cash deposits—get big Bonuses and Prizes every month you work spare time or full time.

121 Exciting COLOR COMBINATIONS. *Your customers choose from 121 different combinations of colors and letters. Ideal for schools, colleges, fraternities, bands, etc.*

Mason Men have made big money for half a century—but now a whole new market is open to them. This exciting new shoe style can be your private "gold mine". No wonder the Kampus King sells on sight to organizations, marching units, students, and "hep" individuals. No wonder your first sale will start such an "endless chain" of sales and profits, because this is the kind of NEW IDEA young folks go for BIG!

You Offer 210 Fast-Selling Shoes and Jackets—Something for EVERY Man and Woman

Yes, here's a wonderful business for you, if you want to make really important money with a line you can sell to everybody—if you want steady cash profits every month. And you never invest one cent—we furnish everything FREE, so you can start raking in profits your very first hour! No rent to pay—no light bills, clerk hire or other overhead. You keep 100% of your profits!

Here's PROOF: Ambitious man wanted in every town, to earn this kind of money! James Kelly took so many orders for these Nationally Advertised shoes he made $93.55 in ONE EVENING! Fred Mapes makes $5.00 to $10 every hour he devotes to his Mason Shoe Business. Charley Tuttle averages over $80 extra weekly in part time. How much do YOU want to make? It's up to YOU!

Stores Can't Compete. People PREFER to buy from you as the local Mason Shoe Counselor. You offer at-home or at-work convenience no store can match. Your customers get the size they want, because you draw on stock of over 250,000 pairs of dress, work, sport shoes in sizes from 2½ to 15—widths from extra-narrow AAAA to extra-wide EEEE. Famous Air-Cushion insole shoes give supreme comfort, so you get plenty of repeat orders and recommendations. You make a LOT of money with amazing Ripple Sole shoes with revolutionary new kind of sole that has shock-reducing *gliding action*—forward thrust with every step.

Everything Furnished FREE! We'll furnish your complete Starting Outfit FREE! Just rush coupon. It brings you—FREE and POSTPAID—*everything* you need to take profitable orders for Kampus King Shoes—sensational Ripple Sole Shoes—insulated Jackets & Boots—Sylflex Shoes—work shoes—210 in all! You can start with Mason in Spare Time, switch over to full time when you like. Get your own and family's shoes wholesale! You can't go wrong—so send the coupon now!

MASON SHOE MANUFACTURING CO.
Dept. F-346 Chippewa Falls, Wisconsin

YOUR SURE SOURCE OF EXTRA INCOME!

Wherever you go, working people are eager prospects for famous Mason Air Cushion extra-comfort on-the-job shoes. That's why so many Mason Shoe Counselors multiply earnings with **quantity** orders, by specializing in shoe needs of policemen, postmen, factory workers, nurses, waitresses, service station men! We furnish sales aids . . . show you how to get the orders. Don't delay—mail coupon for **your** FREE Starting Outfit **today!**

FREE SELLING OUTFIT

Mr. Ned Mason
Mason Shoe Mfg. Co., Dept. F-346
Chippewa Falls, Wisconsin

Ok, Ned! I want to make extra spare time money fast—up to $960 a month for 8 orders a day. Rush EVERYTHING I need to start—FREE and POSTPAID!

Name.....

Address.....

Town.....State.....

This story actually happened. The man's name has been changed and this is not his photograph, but the facts are true.

"Your name is on the list"

Doug Mott was not surprised. The recession was on and the assembly line where he worked was almost at a standstill.

And then, strangely, the boss began to smile. "You know how the Engineering Department sends us blueprints and then we have to send them back for revision because they just aren't practical to produce?" Doug nodded . . . wondering. "That's waste . . . and we can't allow it to continue. That's why we thought that if we had a man who knew assembly and production — and drafting, too — he could act as liaison man between engineering and production. You know production, Doug . . . and you're studying drafting with I.C.S. You've got a *new* job. Congratulations!"

Doug Mott now heads a drafting room. But he will never forget the day his name was on the list to be laid off.

Good times or bad, I.C.S. training sets a man off from his fellows, puts him on the road to promotion. You can start on that road by filling out the coupon *now!*

For Real Job Security — Get an I. C. S. Diploma! **I. C. S., Scranton 15, Penna.** **Accredited Member, National Home Study Council**

INTERNATIONAL CORRESPONDENCE SCHOOLS

ICS

BOX 58425B, SCRANTON 15, PENNA. (Partial list of 259 courses)

Without cost or obligation, send me "HOW to SUCCEED" and the opportunity booklet about the field BEFORE which I have marked X (plus sample lesson):

ARCHITECTURE and BUILDING CONSTRUCTION
- ☐ Air Conditioning
- ☐ Architecture
- ☐ Arch. Drawing and Designing
- ☐ Building Contractor
- ☐ Building Estimator
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- ☐ Painting Contractor
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- ☐ Reading Arch. Blueprints

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- ☐ Commercial Art
- ☐ Magazine Illus.
- ☐ Show Card and Sign Lettering
- ☐ Sketching and Painting

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- ☐ Automobile
- ☐ Auto Body Rebuilding and Refinishing
- ☐ Auto Engine Tuneup
- ☐ Auto Technician

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- ☐ Aircraft & Engine Mechanic

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- ☐ Accounting
- ☐ Advertising
- ☐ Business Administration
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- ☐ Cost Accounting
- ☐ Creative Salesmanship
- ☐ Managing a Small Business
- ☐ Professional Secretary
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- ☐ Electrical Drafting
- ☐ Mechanical Drafting
- ☐ Sheet Metal Drafting
- ☐ Structural Drafting

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- ☐ Electrical Engineering
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- ☐ Practical Lineman
- ☐ Professional Engineer (Elec)

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- ☐ Industrial Electronics
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- ☐ Radio-TV Servicing

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- ☐ Diesel Electrician
- ☐ Diesel Engr. and Fireman
- ☐ Diesel Locomotive

STEAM and DIESEL POWER
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- ☐ Stationary Fireman

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- ☐ Warping and Weaving
- ☐ Worsted Manufacturing

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RAILROAD MAGAZINE

THE MAGAZINE OF ADVENTUROUS RAILROADING—FOUNDED 1906

VOL. 70, NO. 3 APRIL, 1959 50 CENTS

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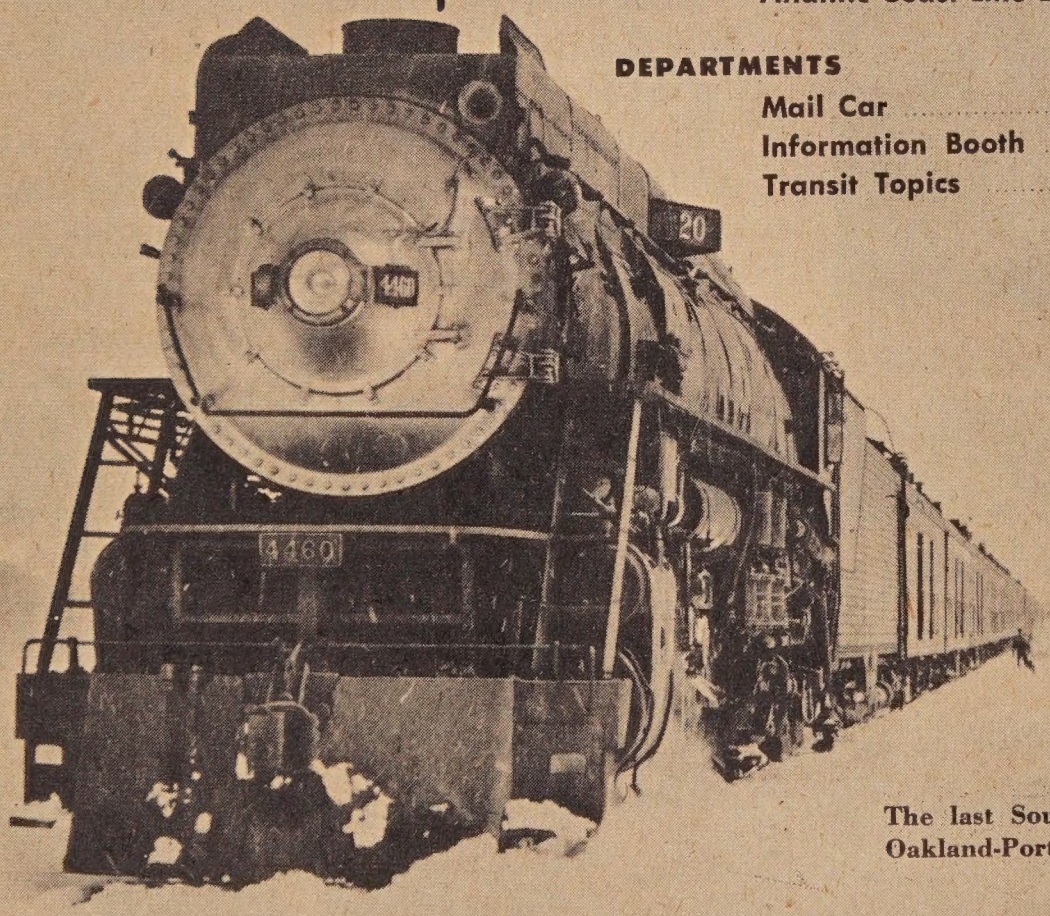

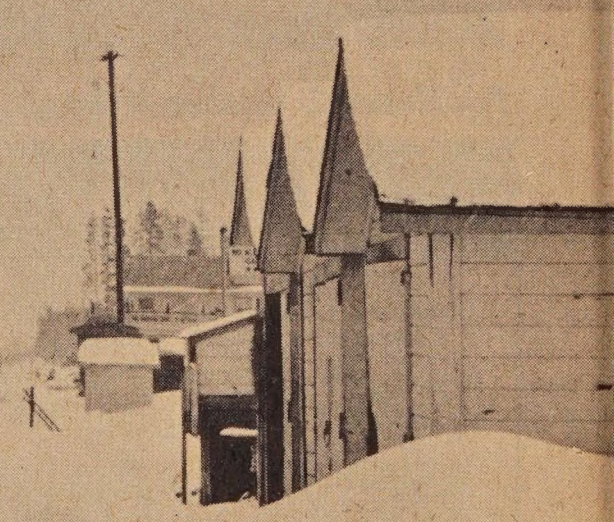

The last Southern Pacific steam-powered excursion, Oakland-Portland in 1951, was wheeled by No. 4460.

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"We're looking for people who like to draw"

By ALBERT DORNE
Famous Magazine Illustrator

Do you like to draw or paint? If you do — America's 12 Most Famous Artists are looking for you. We'd like to help you find out if you have talent worth developing.

Here's why we make this offer. About ten years ago, my colleagues and I realized that too many people were missing wonderful careers in art . . . either because they hesitated to think they had talent . . . or because they couldn't get top-notch professional art training without leaving home or giving up their jobs.

A Plan to Help Others

We decided to do something about this. First, we pooled the rich, practical experience; the professional know-how; and the precious trade secrets that helped us reach the top. Then — illustrating this knowledge with over 5,000 special drawings and paintings — we created a complete course of art training that folks all over the country could take right in their own homes and in their spare time.

Our training has helped thousands of men and women win the creative satisfactions and the cash rewards of part-time or full-time art careers. Here are just a few:

Don Smith lives in New Orleans. Three years ago Don knew nothing about art — even doubted he had talent. Today, he is an illustrator with a leading advertising agency — and has a future as big as he wants to make it.

Helps Design New Cars

Halfway through our training, Don Golemba of Detroit landed a job in the styling department of a major automobile company. Now he helps design new car models.

"Your course has been the difference between failure and success for me," writes Robert Meecham of Ontario, Canada. "I've come from an $18.00 a week apprentice to where I now own my own house, two cars, and hold stock in two companies."

John Whitaker of Memphis was an airline clerk when he began studying with us. Recently, a huge syndicate signed him to do a daily comic strip.

Earns Seven Times as Much

Eric Ericson of Minneapolis was a clerk when he enrolled with us. Now, he heads an advertising art studio business and earns *seven times* his former salary.

Having taken our training, busy New York mother, Elizabeth Merriss, now adds to her family's income by designing greeting cards and illustrating children's books.

Cowboy Starts Art Business

Donald Kern — a Montana cowboy — studied with us. Now he paints portraits, sells them for $250 each. And he gets all the business he can handle.

Gertrude Vander Poel had never drawn a thing until she started studying with us. Now a swank New York gallery exhibits her paintings for sale.

Free Art Talent Test

How about you? Wouldn't you like to find out if you have talent worth training for a full-time or part-time art career? Simply send for our revealing 12-page talent test. Thousands paid $1 for this test, but we'll send it to you free. If you show promise, you'll be eligible for at-home training under the program we direct. No obligation. Mail the coupon today.

America's 12 Most Famous Artists

ALBERT DORNE

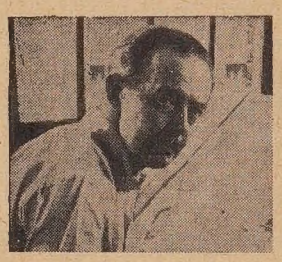
NORMAN ROCKWELL

JON WHITCOMB

AL PARKER

HAROLD VON SCHMIDT

STEVAN DOHANOS


FRED LUDEKENS

PETER HELCK

ROBERT FAWCETT

BEN STAHL

DONG KINGMAN

AUSTIN BRIGGS

FAMOUS ARTISTS SCHOOLS
Studio 847, Westport, Conn.

Send me, without obligation, your Famous Artists Talent Test.

Mr.
Mrs. .....Age.....
Miss (please print)

Address .....

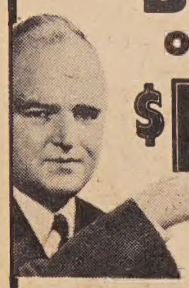
City .....Zone.....

County .....State.....

Bob Eaton, says:

HOW WOULD YOU LIKE TO "BE BOSS" OF YOUR OWN $10,000 A YEAR SHOE BUSINESS?

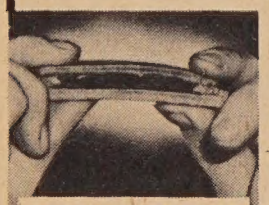
(and you can start in *spare time!*)



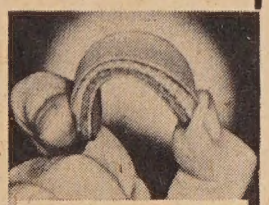
No investment, no overhead, no stock to carry—yet you can easily do a $10,000 business your first year. It's *free-and-clear* business, and repeat orders keep rolling in with easy profits!

WE BACK YOU WITH OVER 180 STYLES!

America's greatest values in *Guaranteed Comfort* dress, work, casual shoes and boots. Over a quarter million pairs in stock! Sell full time if you wish, spare time if now employed and have an *extra income* for life! Our *simple 2-finger demonstration* makes shoe selling a snap. Immediate Cash Commissions, big Cash Bonus, Paid Vacation, FREE Shoe Offers, Cash Awards.



ORDINARY SOLE IS "STIFF AS A BOARD"! Every step is like a hammer blow. You feel worn out all day.



CHESTER PATENTED AIR CUSHION soft — comfortable — flexible. Like "floating on a cloud" all day!

Show Ripple Soles, Insulated Boots, men's, women's, children's shoes. Sizes 4 to 18, widths AAAA to EEEE. Revolutionary new leather soles with twice the wear guaranteed! New push-button Shoe Shine Spray, Foot Spray for tired feet.

ACTUAL SHOE SAMPLES SUPPLIED TO PRODUCERS!

"TRADE-IN SALE OF OLD SHOES"

SELLS NEW SHOES FOR YOU

Only Charles Chester offers your customers cash for old worn-out shoes! It's dramatic, different—appeals to "trade-in" conscious America—helps you get profitable orders faster! No pick-up or delivery on your part. We handle all details and donate serviceable old shoes to charity.

Send for FREE New Selling Outfit!

Write NOW if you want the security, independence and *big steady income* of a business of your own. You can't lose—we take all risk!

Write to:
Bob Eaton, CHARLES CHESTER SHOE CO.
Dept.D-5922 Brockton 64, Mass.

MAIL COUPON RIGHT THIS MINUTE!

Mr. Bob Eaton, CHARLES CHESTER SHOE CO.
Dept.D-5922 Brockton 64, Mass.

I'd like to own a prosperous, independent business with Chester Shoes. Send all equipment I need ABSOLUTELY FREE —without obligation.

Name _____

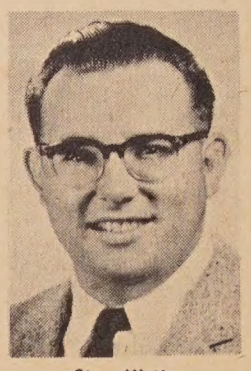
Address _____

City _____ Zone ____ State _____

MAIL CAR

Readers and Fans Sit in With the Editorial Crew

OUR COVER scene was snapped by Stan Kistler in Colorado in 1956. "I had spent a month on the Union Pacific," he writes. "the Colorado & Southern, and the Great Western, taking winter action shots of steam. Then I headed for the D&RGW narrow-gage. I was surprised to see a standard-gage 2-8-0, No. 1151, wheeling local freight on the Alamosa branch and I followed her in my car all the way to Monte Vista, stopping now and then to take pictures."



Stan Kistler

One of the photos he made that day appers on our cover. A month later 1151 was used on the Rio Grande's last standard-gage steam run, over the same route.

With the end of World War II, Stan began shooting engine pictures at a fast pace, for the railroads were already buying diesels, and Stan Kistler knew what that meant. For years he had no automobile but made week-end jaunts by train and bus to places where steam could still be seen in abundance.

In 1947 he joined the Railway Club of California and thereafter went along on many of its excursions. Also, he would take long trips on his own in search of subjects for steam pix. He traveled eastward to Kansas and Texas. He covered logging roads and shortlines in the Northwest, much of the UP (see page 14), and just about all the Southern Pacific's steam activity on the West Coast, the SP being the last great system out there to dieselize.

Stan has about 7,000 negatives of steam power west of the Mississippi. He collects steam negatives, especially Santa Fe. For the past five years or so he has also been producing color slides, 4x5 color transparencies, and 35mm color movies.

Big Boy is his first professional L.P. sound recording. "I diversified it," he explains, "for the widest possible appeal. All the sequences were made in October '57, some of them very late at night to eliminate highway noises. I find most railroad men cooperative with fans. Occasionally an engineer would spot my microphone and, if he were stopping, would ask if I wanted him to blow his whistle or ring his bell. In the sequence of the 2206 leaving Cheyenne I arranged with the head brakeman to do the whistling, which the hogger permitted for my recording."

All types of UP steam power are represented on this 35-minute hi-fi disk. Another Stan Kistler record, *Farewell to Steam*, is the stirring documentary in sound of a Santa Fe 4-8-4's last run. Each record sells at $5 postpaid (plus 50 cents for Canadian orders or insured or first-class mail). Both disks may be had for $9.50 if ordered together.

Stan is a commercial photographer by trade, is unmarried, and lives in Pasadena, Calif. (P.O. Box 4068). ●

WORKING for the Santa Fe as secretary to a division superintendent enabled R. L. Doane to put his daughter Lonna through high school, from which she graduated at the top of her class and as a commencement speaker. Lonna is a freshman at Eastern New Mexico University on a tuition scholarship, majoring in secretarial science. Home address: 105 Zia Pl., Clovis, N.M.

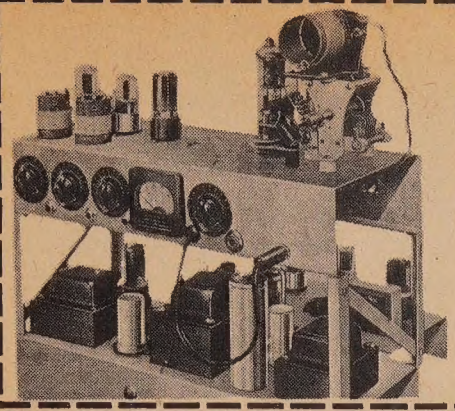
Lonna Doane

Mr. Doane began railroading in 1926. When he checked into a job at Amarillo, Texas, he faced an awkward scene. Walking into the living-room of a place he thought was his boarding-house, he sat down casually beside a man who was reading a paper and opened a conversation. "Do you board here, too, and work for the Santa Fe?"

The stranger glared. "I *live* here. I *own* this house and I *don't* work for the railroad. Who are you?" ●

ALTHOUGH the Pennsylvania-Reading Seashore Lines are fully dieselized, they still maintain a minimum of steam-engine facilities, we learn from J. C. White, Master Mechanic of the Pennsy's Philadelphia Region.

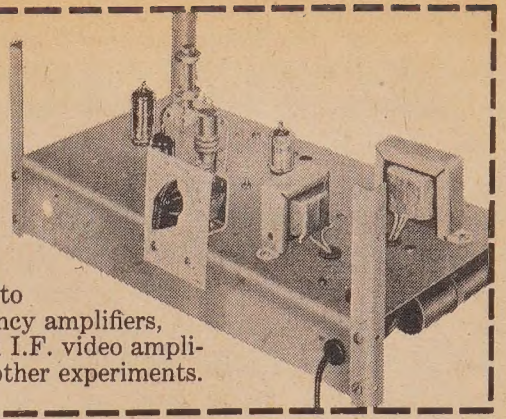
"The water tanks and the coaling



YOU BUILD Broadcasting Transmitter

As part of N.R.I. Communications Course you build this low power Transmitter; use it to learn methods required of commercial broadcasting operators, train for FCC license.

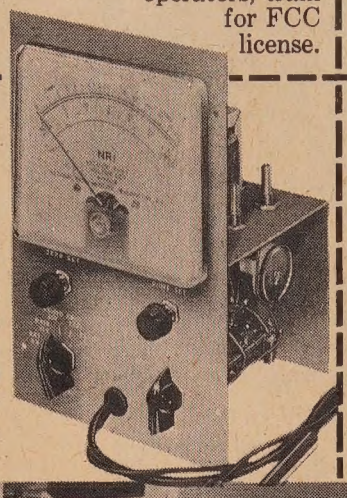
YOU BUILD Signal Generator



N.R.I. sends kits of parts to build this Signal Generator. You get practical experience, conduct tests to compensate Radio frequency amplifiers, practice aligning a typical I.F. video amplifier in TV circuit, many other experiments.

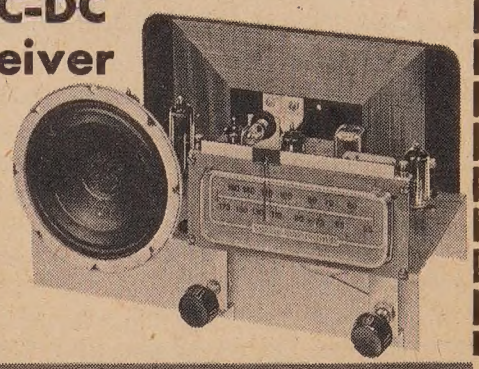
YOU BUILD Vacuum Tube Voltmeter

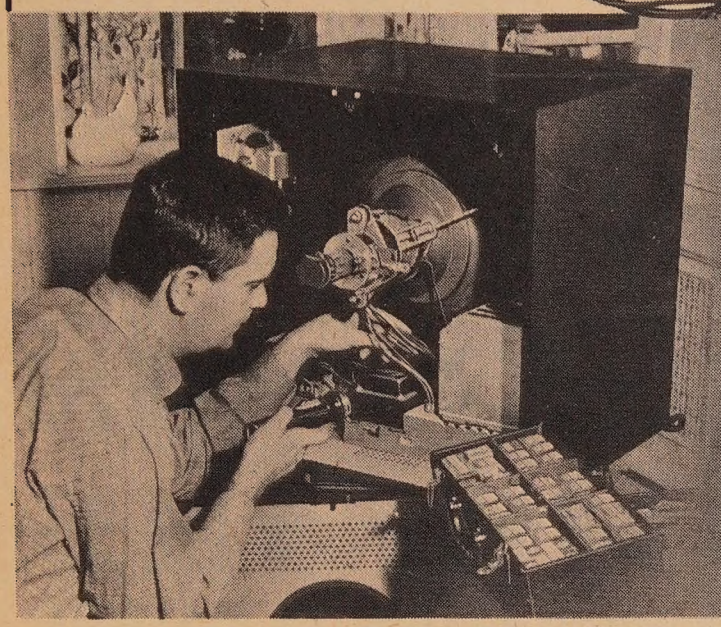
Use it to get practical experience, earn extra cash fixing neighbors' sets in spare time, gain knowledge to help you work in Radio, Television, Color TV. With N.R.I. training you work on circuits common to both Radio and TV. Equipment you build "brings to life" things you learn in N.R.I.'s easy-to-understand lessons. 64 page Catalog FREE, shows all equipment you get.



YOU BUILD AC-DC Superhet Receiver

N.R.I. servicing training supplies all parts, everything is yours to keep. Nothing takes the place of practical experience. You get actual servicing experience by practicing with this modern receiver; you learn-by-doing.





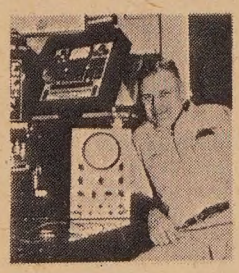
Learn RADIO TELEVISION by Practicing at Home

WHAT GRADUATES DO AND SAY

Chief Engineer

"I am Chief Engineer of Station KGCU in Mandan, N. D. I also have my own spare time business servicing high frequency two-way communications systems." R. BARNETT, Bismarck, North Dakota.

Paid for Instruments



"I am doing very well in spare time TV and Radio. Sometimes have three TV jobs waiting and also fix car Radios for garages. I paid for instruments out of earnings." G. F. SEAMAN, New York, N. Y.

Has Own TV Business

"We have an appliance store with our Radio and TV servicing, and get TV repairs. During my Army service, NRI training helped get me a top rated job." W. M. WEIDNER, Fairfax, South Dakota.

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It's the trained man who gets ahead. The fellow who uses his spare time to develop knowledge and skill gets the better job, drives a better car, lives in a better home, is respected for what he knows and can do. So plan now to get into Radio-TV.

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ACCREDITED MEMBER, NATIONAL HOME STUDY COUNCIL

tower at the Camden, N. J., terminal are checked monthly," he writes. "Since at one time we were servicing steam and diesel locomotives, gas cars, and Budd RDC's simultaneously, most of our tools were made for all of them."

Last August we published a photo of No. 5244, the last steam locomotive left in regular service in New Jersey—in fact, the only Pennsy steamer still operating. The 5244 runs on Union Transportation Company's 19-mile line. We were wondering what happened when she was due for repairs. Mr. White supplies the answer. She steams into the Camden yards once every three months for inspection. Repairs, if needed, are made at that time.

"Until last June 6th," he adds, "we were using an H9-s, No. 685, in yard service. Today, the steam engines we have left are stored in the 46th Street Yards, Philadelphia, and are available for use when required. But tell railfans to keep out of these yards. Several fans were caught taking keystone number plates off the fronts of the K4's stored there. In fact, they had actually stolen the plates, using blow-torches and had come back to strip the cabs!" ●

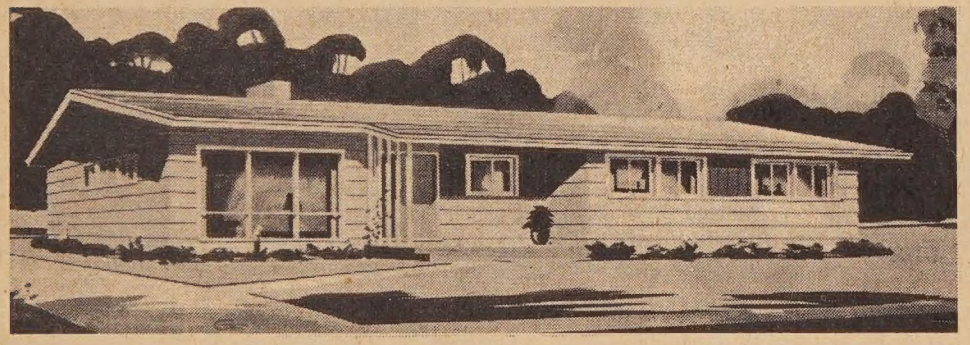
Track inspector and dog have retired.

TWO inseparable figures have been missing from the old Waterloo, Cedar Falls & Northern since the retirement of a track foreman and his dog, Snooper. The man is Henry G. Ellis, Box 105, Center Point, Iowa. Snooper used to ride his motor-car on every trip over the line and had a rare facility for sniffing low joints and faulty rails.

"When we set off our motor-car where we were working," Mr. Ellis writes, "Snooper's job was to guard it. He knew our car from all others. He also ran livestock off the right-of-way. No cow or sheep could bother us while we were fixing fences. Snooper liked to ride passenger trains, too, sitting on the seat beside the engineer." ●

MEMORIES swept over Edward K. Hull, 1275 Harriet St., Palo Alto, Calif., when he saw that large photo of the Nantasket Beach train illustrating Sy Reich's first article on *New Haven Electrification* in our Dec. '58 issue.

"It took me back 50 years," he writes, "when I lived nearly half of each year near the scene of that picture. The train often had five trailers, sometimes six, coupled onto the motor car. As stations on the Nantasket branch varied from .2 to .7 miles apart, the longer trains occasionally ran a bit late because their acceleration was not good. Besides open cars, the branch had a few closed cars for use in bad weather. When sudden showers came, side curtains on the open cars were pulled down to seat level." ●



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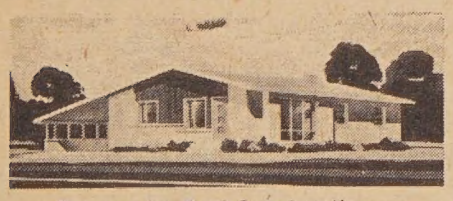

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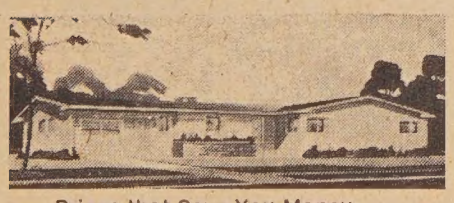

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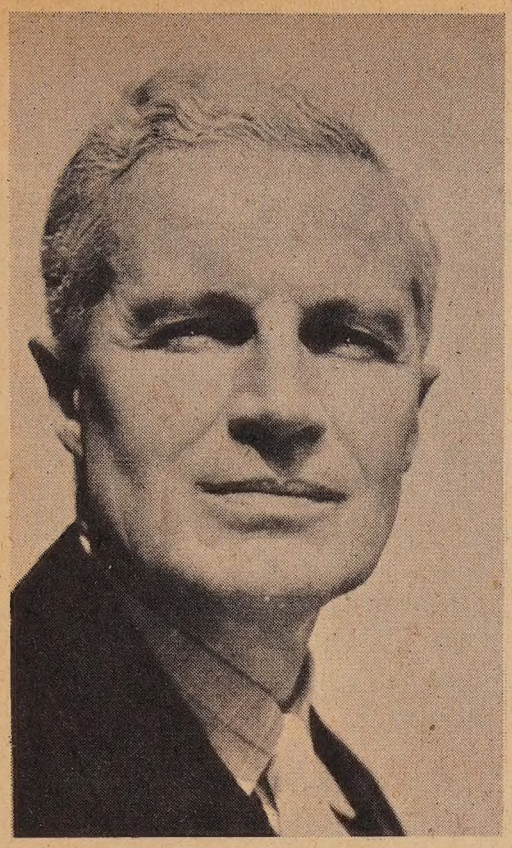

I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be—today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my Winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things; of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life, is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows". It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own". It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

VICTOR B. MASON
1512 Jarvis Ave., Suite M-7-C
CHICAGO 26, ILLINOIS

To those who want to enjoy an GOOD SALARY

ACCOUNTING CAREER

IF you're that person, here's something that will interest you. Not a magic formula—but something more substantial, more practical.

Of course, you've got to pay the price, study earnestly. Still, wouldn't it be worth while for a brief period—provided the rewards were good—a salary of $5,000 to $10,000 or more? An accountant's duties are interesting, varied, of real worth to his employer.

Why not, like so many before you, let LaSalle's Problem Method start *you* climbing?

Suppose you could work in a large accounting firm under the personal supervision of an expert accountant—solving easy problems at first, then more difficult ones. With his advice, soon you'd master them all. That's what LaSalle's Problem Method gives you.

EARN WHILE YOU LEARN

We train you from the ground up—Basic Accounting, Principles, Cost Accounting—right through Federal Income Tax and as high as Certified Public Accountant Training. You progress as rapidly as you care to—start cashing in while still learning.

Will recognition come? You know success *does* come to the person really trained. Yes—trained accountants are the executives of tomorrow.

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For your own good, get all the facts. Write for sample lesson and free book, "Opportunities in Accounting." Mail the coupon NOW.

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Name.....*Age*.....

Address.....

City, Zone, State.....

AUSTRALIA HEARD FROM. "A fellow rail has just given me a copy of *Railroad Magazine* for April '56," writes Bernard J. Willingale, 8 Raftree St., Padstow Heights, Sydney, N.S.W., Australia. "*Railroad Magazines* are like gold in this country. The only ones I had been able to locate were in second-hand bookshops, where they fatch a good price. But I haven't seen any in those shops for five years. I have about 30 old copies of *Railroad Magazine*, a few dating back to 1936. I see that some of your American readers have old issues for sale. Dollar scarcity over here makes such purchases very difficult."

Mr. Willingdale is a locomotive engineer working out of Sydney. He enjoys true tales by oldtimers and wants to hear from North American boomers. "Our railways," he says, "never had boomers." ●

ORIGINALS of two *Railroad Magazine* covers (June and Dec. '58) were included in an exhibition of Howard Fogg's watercolors that the Pittsburgh & Lake Erie staged the other day, together with a reception to Mr. Fogg, at the Duquesne Club in Pittsburgh, Pa. Rarely, indeed, has any artist been so honored by a railroad company.

Most of the pictures on display show the P&LE and the industries it serves in the Pittsburgh and Youngstown, O., areas. Others were loaned for the occasion, among them three from Lucius Beebe's collection.

Mr. Fogg is an industrial illustrator living at 2320 Balsam Ave., Boulder, Colo. During World War II, as a U.S. Army fighter pilot, he flew on combat missions over Europe. Like Peter Helck, Herb Mott, Otto Kuhler, and Betty Tone, to mention a few other painters who also have adorned *Railroad Magazine* covers, Howard Fogg exemplifies in much of his work the power and glory of the Steam Age. ●

JAMES W. EARP is no longer with us. The noted author and retired Rock Island conductor died last November at his home in Kansas City, Mo. He wrote dozens of stories and articles for this magazine, his most popular fiction character being *Boomer Jones*. Jimmy is said to have been the only train conductor listed in *Who's Who in America*. He was a railroader's son and a great-nephew of Wyatt Earp, the Dodge City marshal, whose exploits are featured currently on TV.

Freeman Hubbard, editor of *Railroad Magazine*, knew him well. "I never met a wittier or more likeable railroad author than Jimmy Earp," he says, "nor a girl with bluer eyes than his daughter, Rose Marie." ●

NOW that the Pacific Great Eastern reached Dawson Creek and Fort St. John, it is Canada's third largest railroad, comments Ernie Plant, president of the PGE and Rail Travel Boosters, Box 40, Horseshoe Bay, B.C., Canada. The line started building in 1912. British Columbia's Premier Bennett, who is president of the PGE, drove the golden spike at Dawson Creek last October 2. ●

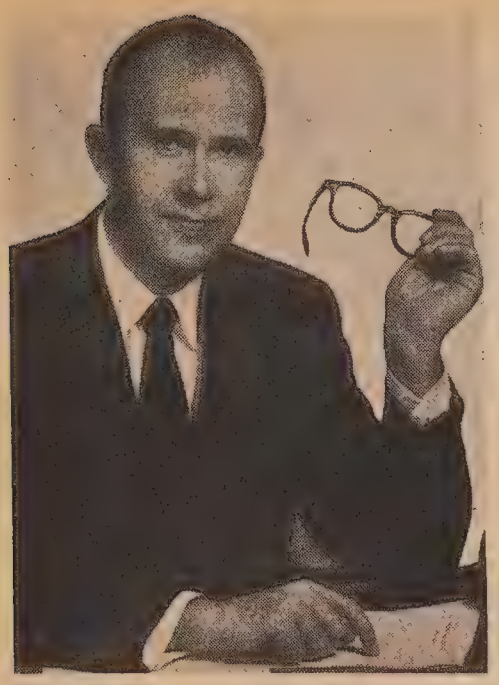
ATOMIC ENERGY has been harnessed by New York Central scientists at Cleveland to perform a vital job—the weighing of freight-car shipments while the cars are moving. An experimental device developed by the Central's Technical Research Center has been used in dozens of weighing tests. ●

HOW many friends of the railroads can you find in the U.S. Senate? Writing in *The Reporter* of last August 7th, Robert Bendiner said: "Today one is hard put to it to name three members of that same chamber who would risk more than a casual speech for the railroads."

He named Bricker and Lausche of Ohio and Schoeppel of Kansas. We asked Senator Richard L. Neuberger of Oregon why his name wasn't on that list. Neuberger is a railfan and has written half a dozen feature articles for our magazine.

"I regard myself as objective and fair toward the railroads," he replied. "For example, I was a leader in urging enactment of the Smathers bill for relief of the railroads, and I believe I was almost the first Senator to spearhead the onslaught against the discriminatory 3 percent Federal freight tax which bore so heavily on railroad tonnage.

"On the other hand, I do not agree with the railroad companies in their determined opposition to an increase in the annuity benefits for retired railroad employes, who are having a desperate time getting along on very small pensions." ●



"It's easy," says Don Bolander...

"and you don't have to go back to school!"

How to Speak and Write Like a College Graduate

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about a person's ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence — handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of English"?*

Answer A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation — also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But isn't it necessary for a person to go to school in order to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home — in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal life.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a complete command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How may a person find out more about the Career Institute Method?*

Answer I will gladly mail a free 32-page booklet to anyone who is interested.

MAIL COUPON FOR FREE BOOKLET

If you would like a free copy of the 32-page booklet, How to Speak and Write Like a College Graduate, *just fill out and send the coupon below. The booklet explains how the Career Institute Method works and how you can gain a command of English quickly and easily at home. Send the coupon or a post card today. The booklet will be mailed to you promptly.*

DON BOLANDER, Career Institute, Dept. E-103, 30 East Adams, Chicago 3, Ill.

Please mail me a free copy of your 32-page booklet,
How to Speak and Write Like a College Graduate.

NAME_____

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Did you ever ask yourself...

WHY CAN'T I GROW HAIR?

First, let's understand a few facts about hair growth and baldness. Common baldness follows a characteristic pattern. The hair recedes at the temples and there is a gradual loss of hair at the crown of the head. Hair lost in this manner is progressive and, if unchecked, the end result is baldness.

You may have seen ads with "before and after" photographs of men and women enjoying renewed hair growth. These photographs are probably authentic. But the next time you pick up one of these ads observe it carefully. Note that the baldness areas do *not* follow the characteristic pattern of common baldness. Note that the bald spots are not on the crown or at the temples. Instead, they are almost on any other part of the head—the back of the head, the side of the head — places where most people still retain hair after many years of being bald. These people were suffering from a scalp disorder called *alopecia areata*, which means loss of hair in patches. In these cases the hair falls out in clumps practically overnight, and grows back the same way after weeks, months, or years later. Doctors don't know the cause of alopecia areata but believe it results from a nervous disturbance.

At any rate, the chances are 98 to 1 that *you do not* have alopecia areata.

NOW YOU CAN STOP WORRYING ABOUT BALDNESS

Now we can clear the air. Up to this time no one has discovered how to GROW HAIR ON A BALD HEAD. No, nothing known to modern science, no treatment, no electric gadget, no chemical, no brush, no formula can GROW HAIR. So, if you are already bald, make up your mind you are going to stay that way. Quit worrying about it—enjoy yourself.

But if you are beginning to notice that your forehead is getting larger, beginning to notice too much hair on your comb, beginning to be worried about the dryness or oiliness of your hair, the itchiness of your scalp, the ugly dandruff—these are Nature's Red Flags. They warn you that if these conditions go unchecked, baldness may be the end result.

Yes, there *is* something you can do to help save your hair.

The development of the amazing new formula series called Alophene may mean that thousands of men and women can *now increase the life expectancy* of their hair. Alophene has two basic formulas, with the dual purpose of correcting a scalp condition that often results in baldness, and giving greater health and longer life to the hair you still have.

HOW ALOPHENE WORKS ON YOUR SCALP

This is how Alophene works: (1) It tends to normalize the secretions of your sebaceous glands, controlling excessive dryness and oiliness. A few treatments, and your hair looks more beautiful, more vital, and healthier. By its rubifacient action, it stimulates blood circulation to the scalp, thereby supplying more nutrition to the hair follicles. It supplies Vitamin A to the scalp, which some medical authorities believe may be an essential nutritive factor to the hair and scalp.

(2) As an effective antiseptic, Alophene kills, on contact, seborrhea-causing bacteria believed by many medical authorities to be a cause of baldness. By its keratolitic action, it dissolves dried sebum and ugly dandruff, it controls seborrhea, thereby tending to normalize the lubrication of the hair shaft, and eliminating head scales and scalp itch. In short, Alophene offers a modern effective treatment for the preservation of your hair.

Today there is no longer any excuse for any man or woman to neglect the warning signals of impending baldness. After years of research and experimentation, we can say this about Alophene. We know of no other treatment, used at home or in professional salons, that can surpass Alophene in saving your hair.

ALOPHENE IS UNCONDITIONALLY GUARANTEED

Therefore, we offer you this UNCONDITIONAL GUARANTEE. Try Alophene in your own home. In only 10 days your hair must look thicker, more attractive and alive. Your dandruff must be gone, your irritating scalp itch must stop. In only 20 days you must see the remarkable improvement in your scalp condition, and the continued improvement in the appearance of your hair. After 30 days you must be completely satisfied with the rapid progress in the condition of your hair and scalp, or return the unused portion of the treatment and we will refund the entire purchase price at once.

You now have the opportunity to help *increase the life expectancy of your hair—at no risk.*

So don't delay. Nothing — not even Alophene—can grow hair from dead follicles. Fill out the coupon below, while you have this chance to enjoy thicker - stronger - healthier HAIR AGAIN.

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Note to Doctors: Doctors, clinics, hospitals engaged in clinical work on scalp disorders are invited to write for samples of the new Alophene Formula Series.

BALDNESS WON'T WAIT! ACT NOW!

BLYTHE-PENNINGTON, LTD., 23 West 44th Street, New York 36, N. Y.

Please send at once the complete Alophene hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results of the treatment, or you GUARANTEE prompt and full refund upon return of unused portion of treatment.

☐ Enclosed find $10. (Cash, check, money order). Send postpaid.

☐ Send C.O.D. I will pay postman $10 plus postage charges on delivery.

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RUSH THIS NO-RISK COUPON TODAY!

Photos of the Month

C. Norman Beasley, L&N staff photographer

Solid color is the latest style for locomotives, according to the Louisville & Nashville, which is giving all of its 733 diesels a new paint job, discarding the old two-color stripes. Dark blue is now being used for passenger units, black for all others.

Union Pacific extra heads westward out of Cheyenne, Wyoming, with No. 4006, one of the powerful Big Boys, on a cold November morning in 1956.

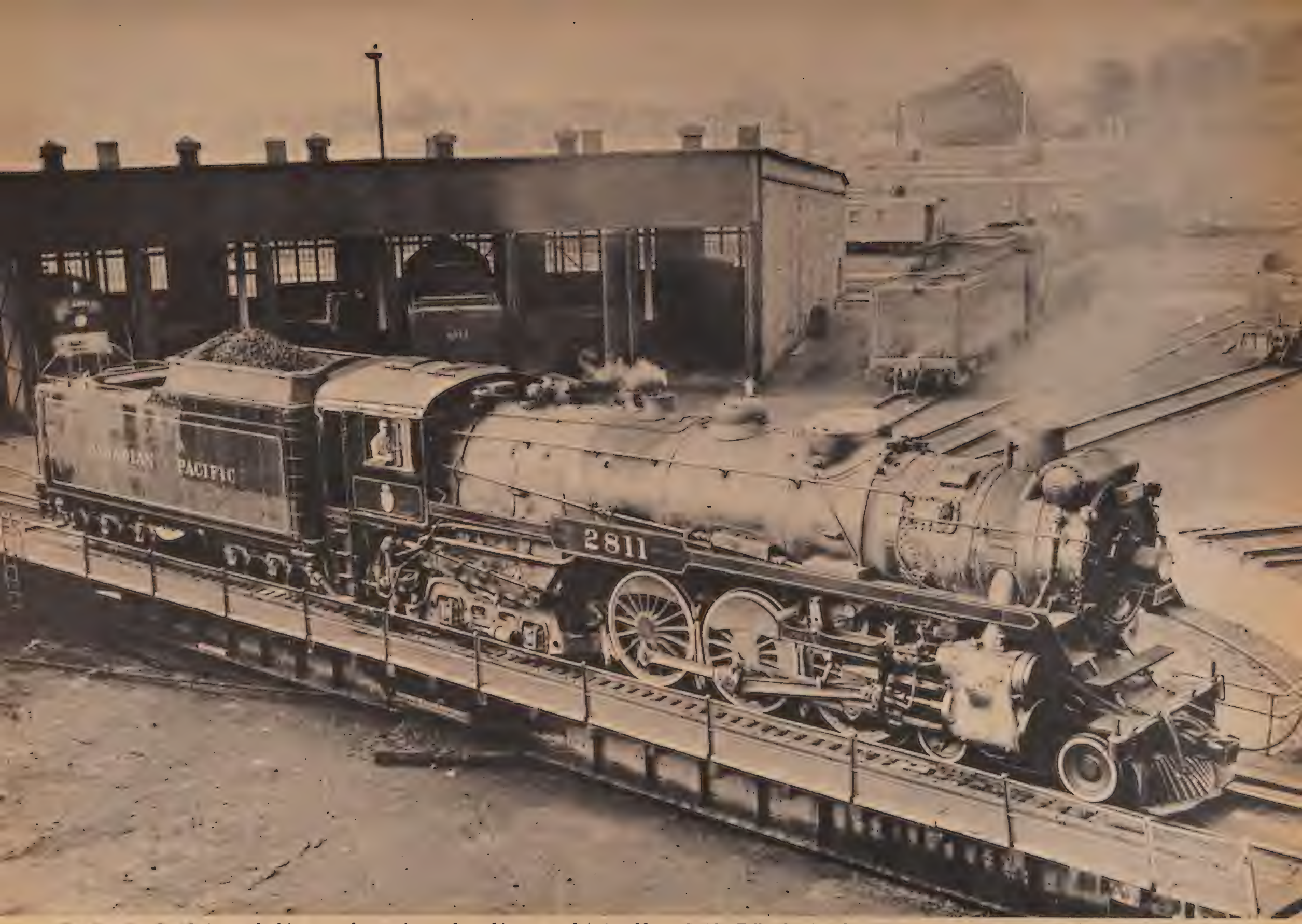
Stan Kistler, 921 N. Lake Drive, Pasadena, Calif.

The last passenger train wheeled by Nickel Plate No. 175, an "elephant-eared" 4-6-4 type, was a fantrip to Conneaut, Ohio, where she stopped for a two-hour tour of NKP shops.

Joe Wright, 461 E. Fourth St., Erie, Pa.

A Canadian National 4-6-2 type blows off at the pop as she clanks into the station at Palmerston, Ontario, with an afternoon local.

Howard Shottenfeld, 85-77
Chevy Chase St., Jamaica, N. Y.



The Canadian Pacific is proud of its steam locomotives such as this one on the turntable at Smiths Falls, Ontario. No. 2811 is a standard Hudson type, not a Royal Hudson.

Don Wood, 29 Mt. Haven Drive, Livingston, N.J.

Bill and I have had some great experiences together.

Wrecking Boss's Wife

Night or Day, I Never Knew When Bill Would Get an Emergency Call nor How Many Hours or Weeks It Would Keep Him Away from Our Home

by LAURA E. BRUNNER

WELL do I remember the first time I went to the scene of a derailment to watch Bill Brunner work. Bill is my husband. He was then a wrecking engineer on the Santa Fe.

"Laura," he phoned, "come out here and see how I earn my money."

"Right away," I said.

I was glad to go. Before our wedding I'd been employed as a waitress in Harvey counters and dining-rooms alongside the Santa Fe tracks, starting in the desert town of Ash Fork, Arizona, in 1917 and winding up at Newton, Kansas, in 1922, when Bill married me. If you feed train and engine crews you get to like railroading and railroad men, and I was curious to see how Bill helped to pick up a wreck.

Besides, I had learned that being the wife of a wrecking engineer was like being a doctor's wife, only more so, for in both cases your man is subject to emergency call at any minute of night or day and you never know how long the call will keep him away from home. Sometimes Bill would leave me for a month or more while he was out on a job.

But this time the wreck was near home. I drove our Dodge to the village of Mission, ten miles west of Newton, and looked around. A heavy ten-wheeler had gone in on a siding where the rails were too light and had toppled over. Her firebox was cold when I got there. The ten men in the wrecking crew (including the cook) were already at work with the section foreman and his gang. They had wrapped cables around the engine to pull her back onto the rails.

Bill was standing in the cab of the big hook, awaiting orders. He caught sight of me and lifted a hand in greeting. No spectator could go close to the wreck.

It was a hot summer day. The Kansas prairie land lay flat and treeless, with no shade, so I stayed in the car and watched.

At a signal from the foreman, the men got out of the way. The wenches began to groan and grind as the crippled locomotive came up inch by inch until, by Bill's skilfull handling of the levers, she was level with the top of a flatcar on the track. Then came what I judged to be the most difficult part of all. The engine had to be moved over cautiously and set onto the flatcar to be hauled away to the Santa Fe shops for repairs.

Bill eased his load above the ditch. The ten-wheeler was much heavier than the crane and the wheels on her far side veered to the left. I watched tensely. It seemed to me that Bill, with a fine sense of balance, was risking more than he should.

Suddenly the cables broke. The engine fell back into the ditch, breaking up in parts, and the big hook rocked dangerously from side to side. Those massive cables were reaching out like wriggling monsters as if to wrap around anyone in reach.

Through the fog of dirt caused by the engine crashing back to earth I could see men scrambling for safety from the flying pieces of iron and swinging cables. They were yelling. I don't recall whether I screamed or not, I felt that someone was chocking me and I wondered, "Where is Bill?"

Then I saw him flat on the cab floor with his head in his arms, lying very still. A terrible thought seized me, "Is he dead?"

The links of threshing chains being rewound on the drums dug out the floor boards in chunks, first on one side, then on the other. Nobody dared to go near Bill.

I watched helplessly. It seemed an eternity. But in time the dust settled and the yelling ceased. It was a

terrible kind of quietness. Even the wrecker had settled into stillness. All eyes focused on my husband.

The winding chains had been wrapped around and around until just a few inches of destructive steel hung loosely on the refilled drums. The scraping slam against wood had stopped. We all waited.

Finally Bill moved, turned over, and stood up. I felt like sobbing with joy. He wiped his dusty face with his big strong hands and grinned.

"What's the matter, boys?" he said. "Let's get those chains back on that baby."

A great cheer went up. Filled with relief, I brushed away a couple of tears. Later, I started the Dodge homeward. All the way back home I kept thinking, "So that's how he earns the money I spend!" The thought made me sick with fear.

At times I got so lonely that I just had to visit Bill when he was on a job far from home. But I saw some horrible wrecks. At Hutchinson, Kansas, for example, a mail clerk was scalded to death because a yard switchman had been careless.

ON ANOTHER occasion I drove Bill to Sand Creek, about three miles out of Newton. The wrecker was hooked on behind a freight train and was ready to be hauled out. I kissed him good-bye. But when I returned home, I noticed that his kester, the small grip that he kept packed with a shaving kit and extra shirts and socks, was still in the back of the car.

A neighbor, noting my predicament, rushed to her phone and then called over to me, "They will leave in six minutes." Above the roar of the motor I yelled at her, "Tell them I'm coming with his kester." Then I stepped on the gas.

Back at Sand Creek, I pulled off the road just as the locomotive whistled. I saw Bill running along the freight-car tops toward the head end. Taking his cue, I turned our Dodge in that direction and sped alongside the right-of-way fence until I shot ahead of the engine. Then I stopped quickly and got out and threw the kester over the fence.

Fortunately, the train had not picked up speed. Bill jumped off the head end when it arrived opposite me. I watched him run out to the fence, grab the grip, wave at me, and sprint back in time to catch the caboose.

All this was done to the shouting of the crew who, no doubt, were betting on us. The next time I saw them they praised me as though I had done something heroic.

"Nothing to it, boys," I said, "that's the way we do things out West."

Life with Bill was exciting, but I never quite got used to his being away from home for weeks at a stretch. Being a stranger in Newton, I often got lonesome. In 1923 he spent a whole month cleaning up a wreck on the Cimmerron River, about six miles from Guthrie, Oklahoma, with no word when he'd be back. At length I could stand it no longer. I picked up the phone.

"Bill," I said, "I am desperately tired of being alone. I'm coming down to visit you."

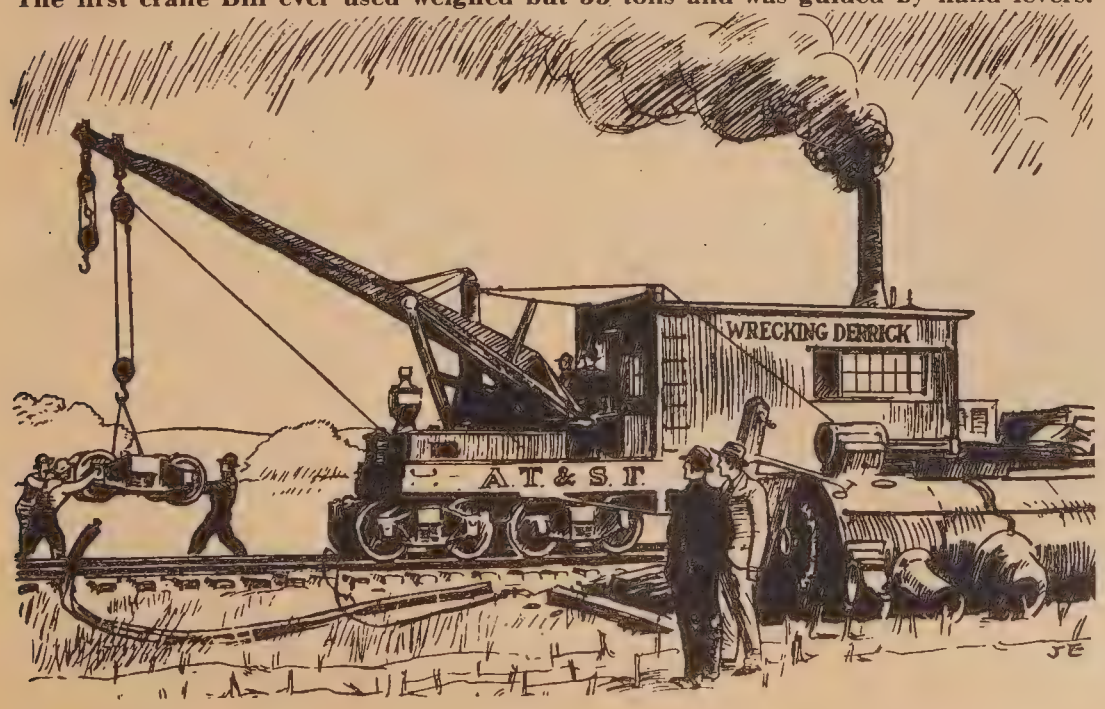
"I wish you would," he said.

The wife of a Santa Fe wrecking engineer rates a pass. I used mine to take me to Guthrie. While the wheels were clicking over the rail joints, bringing me nearer and nearer to Bill, my heart sang with sheer happiness.

Bill met me outside the cook car. "Honey," he said, grinning, "you are just in time for breakfast."

We went into the car together and sat down with the men. I will always remember that meal. The food was nourishing. The give-and-take con-

The first crane Bill ever used weighed but 35 tons and was guided by hand levers.



versation, spiced with occasional jokes, recalled my years of Harvey House work. I believed then, and I still do, that railroaders are the friendliest people on earth.

Bill told me about the latest wreck. Twenty-four cars of crude oil and gasoline had broken out of a long drag, zooming downhill and around a curve that led to a bridge and plowing into the Cimmerron River. The oil caught fire, melting the overhead girders.

"The engine and about seventy-five tank cars got safely over the bridge," said Bill, "and the way-car and three tankers left on the end of the drag did not go through it."

His crew was working with the outfit which normally served that division. The other wrecking engineer had met with a tragic accident. His big hook had overturned and the poor fellow died from burns four days later. That's why my husband was called to Oklahoma.

The news depressed me. "What are chances of the same thing happening to Bill?" I wondered.

The next morning, after Bill had swung onto the caboose steps, I got into our Dodge and headed down the highway. When I came to the river, I took off my shoes and stockings and strolled along the bank. My idea was to settle down in some shady spot under a cottonwood tree and watch the big hook, but it was nowhere in sight. All I could see were men crawling over the twisted steel of the wrecked bridge. I was a good half-mile from the wreckage when someone yelled, "Hey, kid get out of here!"

I retreated quickly to the nearest tree. I realized that the men were not Bill's crew but I didn't learn until later that they were the professional explosives gang brought in for the day. Their job was to set 500 pounds of dynamite with caps to that old bridge and string the wires to a plunger that would set off the charge.

When it did go off, a million bits of steel flew up in the air, little pieces dropping all around me while big chunks splashed into the river and disappeared. The earth trembled and for a time the noise deafened me.

Not seeing the wrecker, I put on my stockings and shoes, returned to the highway, and drove back to town. I had planned to spend a week with my husband at Guthrie, but at four o'clock one morning, just before daybreak, the phone awakened us from a sound sleep. Emergency call. The wrecker had to go to Arkansas City, Kansas, with no definite return date. My heart sank.

Santa Fe's double-track service through Walton, Kansas, was blocked when this fast passenger train left the iron, but the only casualty was a sprained ankle.

I said to Bill, "I'm going home."

So after I had helped to get Bill on his way, I packed my suitcase and boarded the train for Newton.

OUR daughter Alma came into the world in November, 1924. About a month later Bill was transferred to Ottawa, Kansas, with the rank of wrecking foreman. Our new home stood pretty far from the shops, so whenever Bill was in town I would drive him to work and bring him home. Alma rode in a basket on the rear seat.

As a wrecking engineer, Bill had been called out on jobs, but as a wrecking boss it was his duty to get in touch with his men. Many a night would be like this:

The telephone rings. I get up from bed, stagger to the phone, and switch on the desk light. A voice over the wire sings out, "Wrecker called."

"Wrecker called," I yell to Bill who has anticipated as much and is now partly dressed. Then I phone a taxi and the grocer.

"Tell him to add a side of bacon to the regular order," Bill hollers from the bedroom.

After that, I phone the ten men in Bill's crew, one at a time. Each man must be notified thirty minutes before the deadline so as to give him plenty of time to reach the yards. While I am making these calls, Bill grabs his kester, kisses me good-bye, and is gone.

Pretty soon I finish the calls. Glancing at the clock, I sigh with satisfaction if I have contacted all the men in time. I picture every taxi in town converging madly on the main gate of the yards. Then I turn off the lights and crawl back into bed, wondering if Bill will be home for dinner to enjoy the chops in the icebox, or if a week or a month will pass before I see him again.

Maybe we'd be enjoying a movie show when the ominous words a foot high flashed on the screen, "Wrecker called!" In that case Bill would hand me the keys of our car and dash out to do his own phoning. He wouldn't have time to return

home and change into working clothes, so I'd be thinking, "There goes another suit!". That man of mine sacrificed three good suits to various jobs during the last year he worked as a wrecking boss.

I WILL NEVER forget that Sunday morning in 1928, at the time of Ottawa's big flood, when Bill decided to look at the yards. The river was slowly rising. It was the main topic of conversation in town.

I went along with Bill. When traffic slowed us up at the bridge, where anxious farmers lined the railings, I heard one of them say: "If she rises another foot that means my place. I'll get the family out."

"Leavin' your stock?" asked another.

"Nope. I moved 'em out this mornin'."

We drove on to the Santa Fe yards. Water had reached the tracks where the wrecker was kept, but Bill had hip boots on. He slid out of the driver's seat into the water and waded across the flooded railroad property. He'd have to see about getting the big hook hauled to the Junction. If he didn't, his division would be left without protection in case of a wreck—and everybody knows that smashups usually occur when the weather is at its worst.

The following morning I used my pass for a necessary trip to Kansas City, leaving Alma at home with a friend. Before I left, Bill had splashed over to the depot to reassure me that the flood would not overrun the bridge. No previous flood had ever done so.

"See you tonight, Laura," he said.

Well, before night set in, water *did* go over the bridge, actually cutting the city in two! Floating trees, torn up by their roots, piled up with outhouses and other debris to make a horrible sight. Loose logs had gouged out huge gaping holes in the depot walls and torn off parts of the station platform. The city had no water, gas, electric, or telephone service. But that's going ahead of my story.

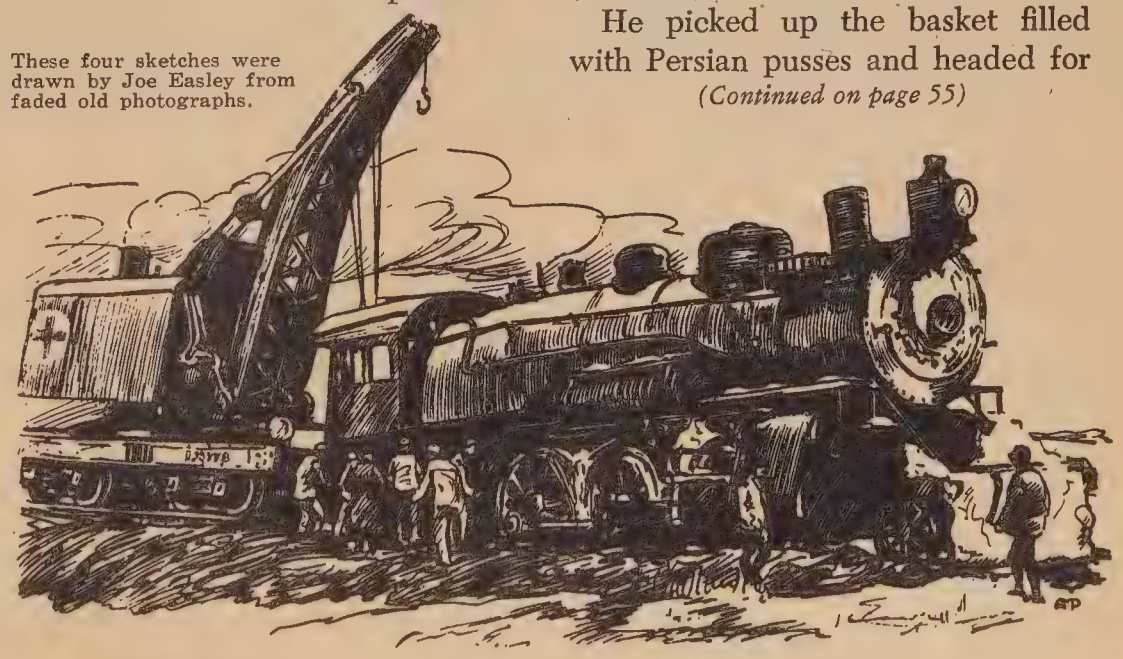
When I was ready to come home from Kansas City that evening, I showed my pass at the train gate but was told, "There is no train running to Ottawa." So I waited around, along with some other people who were stranded. About midnight the station agent came over to me and said: "A special train to Ottawa is being made up for officials. Would you like to go?"

"Yes, thank you," I said eagerly.

When the train finally pulled into the Junction north of Ottawa, Bill was waiting to meet me. I blessed him for being there, for I was cold and tired. He led me through the dark swirling water and over the rails to the bunk car. Inside, he poked up a fire in the old pot-bellied stove, put on more coal, and soon had the big coffee-pot boiling. It really smelled good.

As we were drinking coffee Bill had much to tell me. First, about the baby. He had just phoned home and things were okay there. But in the Santa Fe shops a fire had broken out, and the big boss, not knowing where Bill was or that he had saved the wrecker or how deep the water was in the offices, was much worried and had hired a boatman to attempt a crossing in order to find out.

Well, Bill had assembled a volunteer crew and in a short time they got the flames under control. Then he made out a report—but it never reached the south side of the river. A floating outhouse sank the boat. The boatman managed to cling to the fork of a tree until help came.



These four sketches were drawn by Joe Easley from faded old photographs.

While this was going on, my husband and his crew were trying to get a rowboat over the top of the swaying, half-submerged boxcars. It was perilous work. Any one of the men could have slipped and been lost in the darkness.

He left this job to go to the Junction and assume responsibility for the special trainload of company officials. These men were put up in the Santa Fe Hospital, and I was accounted for, so he went back to give a hand with the boat.

Yes, my Bill was a busy man. I heard him sloshing away in the darkness. Then I crawled into a bunk and fell asleep quickly. Later on, the sound of voices aroused me. Someone was saying: "You can't take him there. Bill Brunner's wife is asleep in that car."

"Oh, yes, you can," I yelled, now wide awake. "I can disappear," and I covered myself with a blanket.

A man who had been injured in the flood was brought into the car and laid on a bunk. I came out of hiding and took care of him.

ONE bright Sunday morning at home the following spring I was fixing breakfast. I had already fed Kiddly, our Persian cat, and her litter of prize kittens. Bill walked into the kitchen with a new suit on. To me he looked mighty handsome.

"Go ahead with the breakfast, Laura," he said. "I want to show the yard man Kiddly and her kittens. Be gone only a few minutes."

He picked up the basket filled with Persian pusses and headed for

(Continued on page 55)

Wheels Along the Hudson

Although the 4-6-4 Was Born in France, It Grew Up on the New York Central as the Hudson Type and Won Its Greatest Triumph on the Milwaukee Road by Setting a New World's Record for Long-Distance Speed

by H. L. Kelso

In Canada, 4-6-4's still burnish the rails. This one is highballing an extra freight across the Humber River near Toronto.
James Walker, 74 Brookside Ave., Toronto, Canada

THE HUDSONS were—and a few of them still are—among the world's finest locomotives. No other type built solely for passenger service achieved such feats of sustained speed combined with power and endurance. This type was named for the 4-6-4's that Paul W. Kiefer, New York Central motive power chief, designed in 1926 and Alco built in 1927 for operation over the Central's main line that includes a picturesque stretch alongside the lordly Hudson River. These were the first 4-6-4's seen in America.

The 4-6-4 has a four-wheel leading truck directly under the smokestack and cylinders, followed by six coupled driving wheels and a four-wheel trailing truck beneath the cab and firebox. The key to its eminence in past years was the trailing truck, which supported a huge grate area in the firebox. This giant furnace generated plenty of steam while the engine thundered over the rails with a heavy train at high speed, trailing a fleecy white smoke plume.

Such a train is a vision of beauty. To watch with eager eyes a Hudson burnish the rails of the Canadian Pacific today while listening to her haunting steam whistle is to become conscious of what the United States has lost, and forever, and what Canada, too, will lose, and forever,

in the future which is not distant.

The world's first 4-6-4 was designed in 1910 by M. du Bousquet, chief engineer, the Northern Railways of France. Because she was scheduled to run north out of Paris toward the Baltic countries, he named her the Baltic type.

Built by the road's plant at La Chapelle, with 80-inch drivers and 227 pounds of steam pressure, she boasted a tractive effort of 32,362 pounds and made some great runs. While pulling a 400-ton passenger train on level terrain, she loped along at 75 mph, mile after mile, and on .5 grade she could go 60 in a breeze.

Her total weight, 225,000 pounds, made her the heaviest locomotive in Europe. Some experts say she was also the fastest. But her weight far exceeded requirements and was the main factor in her removal from service after a rather short but sensational career.

In 1911 another du Bousquet Baltic hit the rails and, like the first, performed beautifully. The second engine was finally sliced through the middle lengthwise and preserved as a museum piece. She appeared in this manner at the Paris International Exhibition in 1937, her wheels revolving to show a sectional view of all working parts in operation.

In France, the 4-6-4 is known as a 2-3-2. Incidentally, French motive-power men rank with the best in steam locomotive design.

The post-war Baltics (World War II) in France are marvels of efficiency. These four-cylinder compounds, with 78¾-in. drivers, regularly handle 600-ton trains over 8½ miles of .5 grade at just under 80 miles per hour. But no more of them are being built. The French National Railways are gradually being converted to electricity.

Oddly, the French engines had no bearing on the American 4-6-4's, which resulted from the grand performances of Lima Locomotive Works' 2-8-4's, known as the Berkshire type. The latter first went into service on Boston & Albany in 1925.

Turning now to C. H. Bilty, who was the Milwaukee Road's chief mechanical officer, we see that fourteen Class F-6 Hudsons of his design arrived from the Baldwin plant early in 1930. Their performance was so satisfactory that eight more were ordered from Baldwin. The new engines were designated as Class F-6a, due to minor changes in appurtenances such as blowoff cock mufflers, low-water alarms, and the installation of Cyclone front-ends. Also unusual was the application of Alco reverse gear on Baldwin engines. Does any reader know of a similar case?

New York Central 4-6-4's doublehead a fast mail and express consist out of La Salle Street Station, Chicago, on the long run to New York City that will take them alongside many miles of the picturesque river for which the Hudson type is named.
Photo by the author

Sixteen of the 22 engines were placed into service between Chicago,, Minneapolis, and Omaha. After they had averaged better than 10,000 miles per month for three years, their maintenance cost was computed to be a mere 13.3 cents per mile.

The other six Hudsons wheeled passenger trains between Minneapolis, Minn., and Harlowton, Mont., making ten round trips per month and averaging 631 miles a day.

On this 918-mile run, six different engine crews handled the train, and the fire was cleaned only twice between the two cities. From nine to sixteen heavy steel cars were in the consist, and the "on time" record is evidence of Bilty's genius

Later came the Milwaukee F-7 Class Hudsons, streamlined to the designs of the great Otto Kuhler. Painted in distinctive orange, gray, and maroon, these beauties, with 84-inch drivers and a tremendous 300-

A New Haven road Hudson type. The bullet-nosed 1407 gets a thorough going-over on an inspection pit at the Cedar Hill Yards.
New York, New Haven & Hartford RR.

pound boiler pressure, continue to keep the Milwaukee the fastest road in North America.

Also powered by Hudsons was the Alton's *Ann Rutledge*, named for Abraham Lincoln's first sweetheart, a sad romance buried in legend. The *Ann Rutledge* was the fastest of the many runs on the four roads linking St. Louis with Chicago. The Alton train, competing with the Wabash, the Chicago & Eastern Illinois, and the Illinois Central, is of special interest because at one time it was known as the *Royal Blue* and ran on the Baltimore & Ohio between Washington, D. C., and New York City.

In the spring of 1937 the lightweight *Royal Blue* was supplanted by heavy streamlined equipment. The B&O, which then controlled the Alton, sent the displaced train to the Midwest to run opposite the *Abraham Lincoln*. With the displaced train went the *Lord Baltimore*, one of the B&O's four Hudson type locomotives.

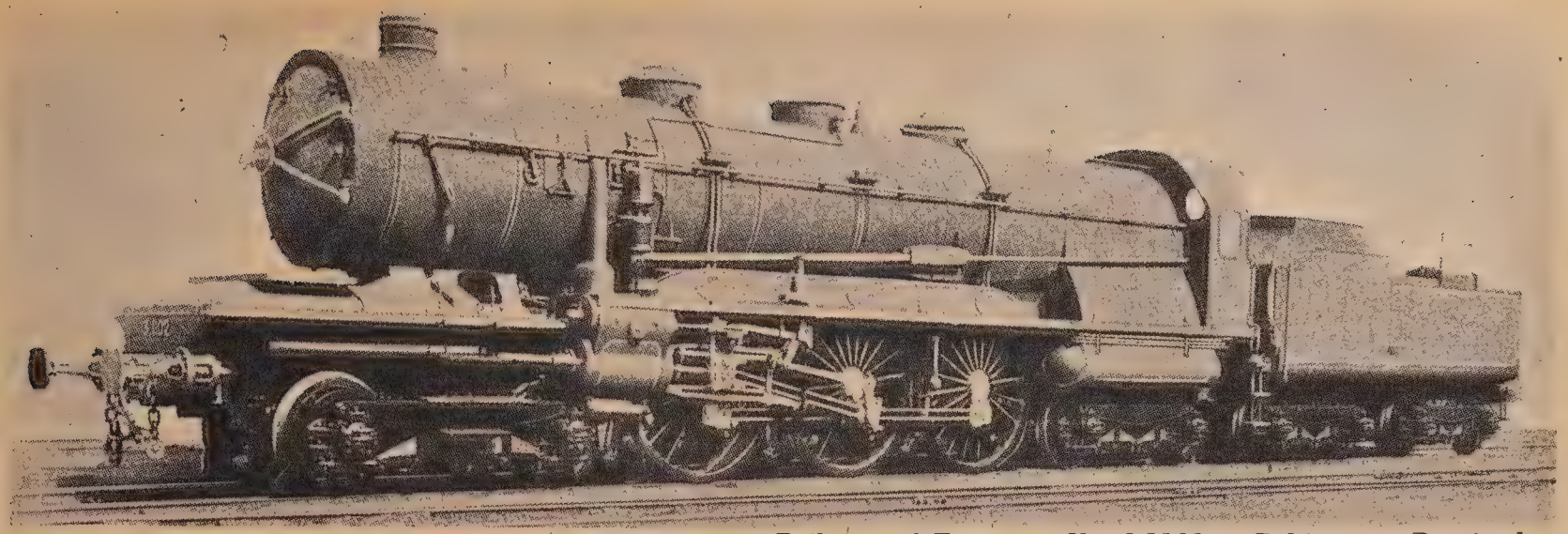
Originally known as No. 2, later No. 5340, the *Lord Baltimore* was the first Hudson ever built with 84-inch drivers and the only one in North America with a boiler pressure of 350 pounds.* In addition, she had the smallest cylinders, (20x28 inches) ever applied to an American 4-6-4. Despite this, and weighing a mere 294,000 pounds without tender, she had a tractive effort rating, with booster, better than the early Hudsons on the Santa Fe, the Wabash 700's, the New Haven's *Shoreliners*, and the 4-6-4's on the Nickel Plate Road.

Among other outstanding Hudsons were the Santa Fe's 3460 and the Burlington's 4000. The former was a smartly designed streamliner, the second heaviest Hudson ever built, and was known as the *Bluebird*. A total of sixteen Hudsons appear on the Santa Fe's all-time roster.

The Burlington passenger-hauler was originally No. 3002, built by Baldwin in 1930 as a conventional type. With the advent of the *Zephyrs* she was streamlined in 1937 for

*** The B&O's 5047 also had 350 pounds of boiler pressure but was rebuilt from a Pacific type (4-6-2) and thus was not an original 4-6-4.**

Another view of the Nickel Plate excursion train shown on page 15. Engine 175 was the last 4-6-4 to turn a wheel in the U.S.A.
Don Wood, 29 Mt. Haven Drive, Livingston, N. J.



The world's first 4-6-4 was built and operated by the Northern Railways of France as No. 3-1102, a Baltic type. Despite her rigid wheel-base, which slowed her in rounding curves, she was considered the fastest as well as the heaviest locomotive in Europe

standby service on the new trains and named the *Aeolus*. Wearing a stainless-steel jacket and equipped with lightweight rods and roller-bearings, she was the last word in passenger power at the time and was probably the Burlington's most famous locomotive.

The oddest-looking 4-6-4 was a streamlined German product that hit the rails in that country in the early Thirties. Her general contour could be likened to an oversized frankfurter, with shrouding that covered her drivers to a few inches above the rails. Hinged doors were installed from front to rear so that mechanics could service all moving parts. In 1935, celebrating her 100th railroad anniversary, Germany issued a lilac-colored stamp showing the 4-6-4 wheeling an express train.

England doesn't figure much in 4-6-4 history, but one such specimen, amusingly called the "hush-hush hog," was perhaps the most striking locomotive ever built in Great Britain. Erected in the Darlington shops of the London & North Eastern in 1930, she resembled a whale on wheels, there being no shrouding over her drivers or valve gear. The term "hush-hush" was applied because she was built in deep secrecy.

About ten years ago the U.S.S.R. Railways put some rather sensational 4-6-4's into service. Known in their native Russia as 2-3-2's these machines, streamlined in the form of a jet rocket on wheels, suggested speed. The headlight was centered in a huge, red, five-point star on a bullet-like nose, giving rise to the feeling that perhaps noted American streamline designers like Otto Kuhler, Henry Dreyfuss, and Raymond Loewy were a bit outdone by the jet-minded Russians.

Coming now to Canada, we find an odd situation. The Canadian Pacific and the Canadian National, with identical operating problems, differed greatly in the locomotive types required for their trains. The National listed a mere five 4-6-4's while the CPR had 65 in service. Why, we don't know.

The CPR Hudsons were unique in that all 65 were outshopped by one builder, the Montreal Locomotive Works, with 75-inch drivers and 22x30-inch cylinders. The first, No. 2800, after many test runs and a total of 140,000 miles, had little or no maintenance charges other than the usual engine-terminal attention. The same can be said for the other 64.

Back in 1935 Canadian Pacific's 2815, with Engineer Bedard at the throttle, knocked off 55 minutes from the running time between Brandon and Winnipeg, 133.1 miles. The fast train had been delayed eight hours by a slide in the Rockies but recovered six hours of this at Winnipeg and reached Chapleau, Ontario, on time. It is likely that the CPR's Hudsons will be the last 4-6-4's to run in North America. Even now they are being replaced by diesel power.

South of the border, the National Railways of Mexico showed a progressive spirit by adding ten Hudsons to their roster. Each of these weighed but 292,000 pounds, due to limited axle weights. They were the lightest 4-6-4's ever seen in North America. Erected by Alco in 1938, they ranked with the Maine Central Hudsons in having the smallest drivers, 73 inches in diameter.

Only one Hudson that we know of has ever been built or in this case rebuilt—exclusively for freight service. The Illinois Central rebuilt one of its Lima 2-8-4's into a Hudson type for handling fast merchandise between Chicago and Memphis. When inaugurated in October, 1936, this train was the MSO-1, with a consist of not more than 25 cars. An engine swifter than a Mikado (2-8-2) was needed, so the IC decided upon a 4-6-4.

This is recorded as one of the very few mistakes the road's Motive Power Department ever made. The lone IC Hudson turned out to be poorly designed. That engine, known first as No. 1, later 2499, was the sole disappointment in the glowing history of the type. We do not mean that no 4-6-4's have been used successfully for freight. The Nickel Plate's Hudsons, for example, operated in helper service, while on the New York Central many a fast manifest rolled along with a 4-6-4. And the B&O utilized Hudsons for fast freight after their passenger days ended. But there were exceptions.

Floyd Lacy, Asso. Editor, Magic Circle Magazine

The only active 4-6-4's you can see in the United States today are m niature live-steamers. (Left) This 16½-inch-gage amusement-park Hudson is operated by George Mulherin, Box 13, Presque Isle, Maine. She has air brakes, a hand injector, 16-inch drivers, and cylinders 4⅝ by 8 inches, and weighs 6800 pounds. (Right) Clarence Hurst of West Lafayette, Ind., is running his Hudson. Built from New York Central prototype to scale ¾-inch per foot, she can haul two adults on the elevated 1200-foot track.

Now that we think of it, the Frisco rebuilt ten Pacifics (4-6-2's) into Hudsons. Frankly, we question the value of such rebuilding. One of the ten, No. 1065, before its conversion, performed a feat which we don't think has been equaled by any other locomotive. We refer to the feat of hauling a 54-car passenger train filled with 3275 excursionists for 21.9 miles on the Frisco's River Division. Almost any trainman will tell you that no engine ever pulled 54 loaded passenger cars on one train, but this one did.

The excursion started out in three sections, with a separate engine for each. The first section, powered by a 4-6-2, made the trip from Wilson, Ark., to St. Louis without incident. Everyone on board was happy. The second section consisted of a Pacific, No. 1067 (also later converted to a 4-6-4), that left Blytheville, Ark., with 26 cars and picked up eight more at Hayti, Mo., but was disabled by a grade-crossing accident at Sikeston.

The third section, with No. 1065 and twenty cars, rolled into Sikeston, coupled onto the 34 cars and their crippled engine, and moved the whole consist to Chaffee, Missouri. There, after more delay, another locomotive pulled the second section the rest of the way to St. Louis. Incidentally, the 54-car train was three-quarters of a mile long. What Hudson could have done better?

In 1947 the Chesapeake & Ohio rebuilt, in their own shops, five Class F-19 Pacifics into Class L-1 Hudsons. Without doubt, those 4-6-2's were the most impressive and most efficient engines of the type ever built; but suddenly in 1946 the C&O seemed to find itself in need of more powerful passenger-haulers, and the F-19's were found wanting.

The first of the Class L-1 Hudsons were streamlined, but this streamlining lacked imagination. The blunt and bald front-end treatment did nothing to beautify the type. However, the new engines were novelties on the C&O in that they used Franklin poppet valves in lieu of the Baker valve gear employed on Class L-2 Hudsons outshopped by Baldwin in 1941-'42.

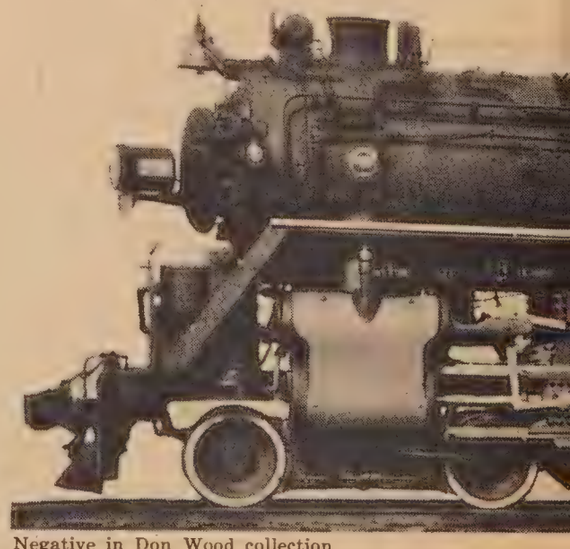
In 1948 the C&O took delivery of the last Hudsons built in North America. These were the heaviest and most powerful 4-6-4's of all time. Altogether, the C&O contributed a total of eighteen locomotives to Hudson history. And for the record, C&O's converted Pacifics carried the largest cylinders (27x28 inches) ever installed on a 4-6-4. Another rebuilding job worthy of note was the Wabashs' conversion of seven three-cylinder 2-8-2's into high-stepping Hudsons.

From Walter A. Zackon of the National Railway Historical Society we learn that a total of 485 Hudsons roamed the rails in North America, more than half of them, 275, being on the New York Central.

Such important roads as the Erie, the Southern Pacific, the Union Pacific, the Northern Pacific, and the Great Northern, to name only a few, ignored the type. A leading question might be: Why did the Northern Pacific and the Great Northern, operating in the same territory and under similar conditions as the Milwaukee Road, see no need for 4-6-4's?

Of all Class I roads in North America, only seventeen used Hudsons — why? One answer is that the type came too late and offered too little to many far-sighted officials who saw the potential of the fast-coming diesel.

The Pennsylvania never built nor owned a 4-6-4, and while they were criticized for having vainly pitted their famous K-4 Pacifics against the New York Central's Hudson's, they did not fail to match the Central's running time in the much-publicized speed competition between Chi-



Negative in Don Wood collection

cago and New York over the years.

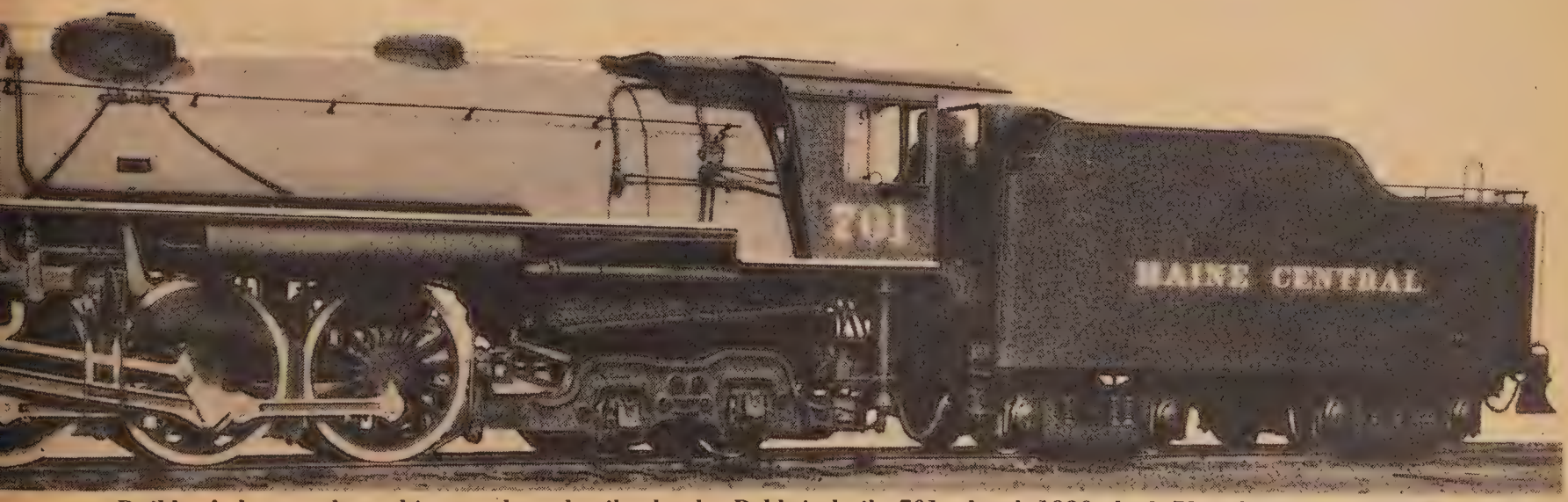
An article of this length could not begin to do justic to the Central's 275 great 4-6-4's, designed by Paul Kiefer. The story of their fast runs with heavy trains, their economy, and their availability for day-after-day service could fill a book.

The entire 275, with sub-classes, were listed in three separate divisions. Nos. 5200 through 5344, built by Alco 1927-31, made up Class J1. Also in this class were thirty engines built for the Michigan Central by Alco between 1929 and 1931. On the MC these were numbered 8200 through 8229 but were renumbered 5345-5374 when added to the New York Central roster. Another group of J1's were thirty engines built for the Big Four by Alco between 1929 and 1931. Their original numbers were 6600 through 6629, but when the Central took them over they became 5375 through 5404.

Class J2A comprised the twenty engines built originally for the Boston & Albany and numbered 600 through 619. On the Central they became 5465 through 5474. Limas were the only Hudsons in the Central's vast fleet that did not come from Alco. Class J3, last of the series, built in 1937-'38, ranked as the most superb of all. Ten J3A's were streamlined in Henry Dreyfuss' design.

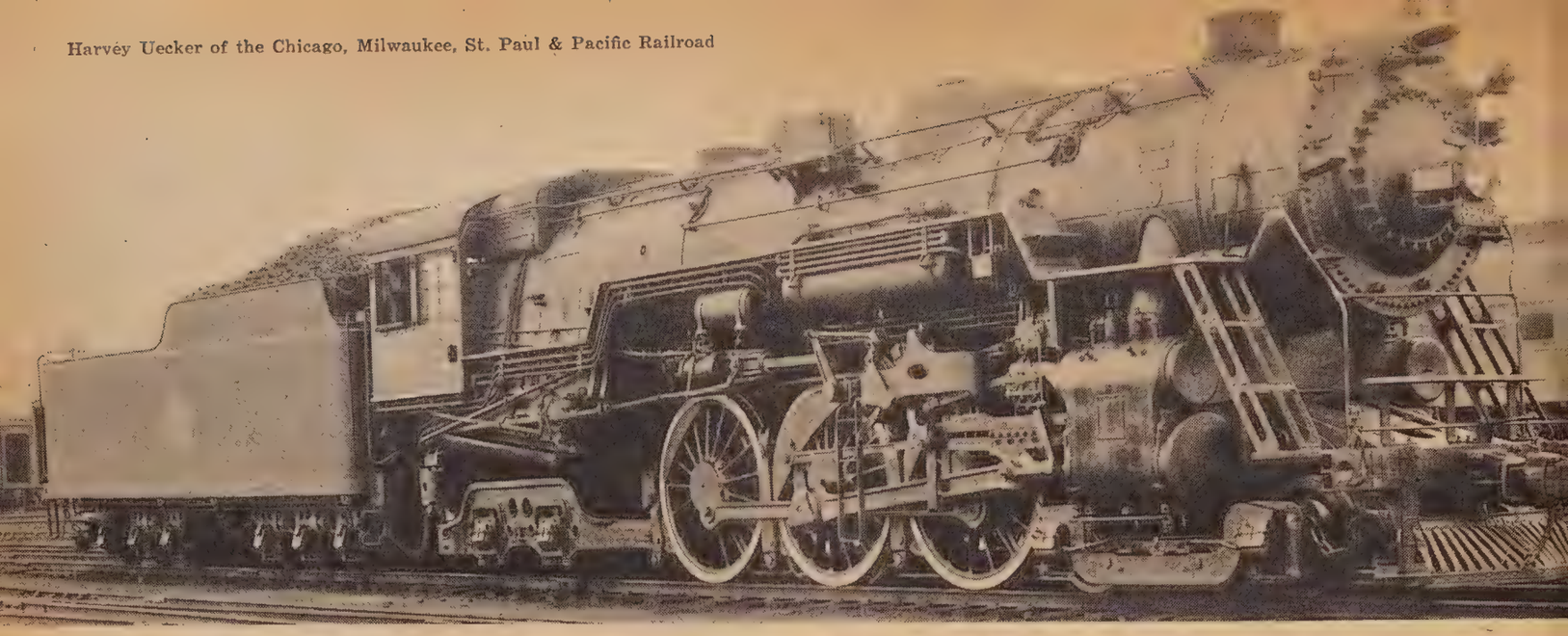
By 1954, however, the Central's once-popular 4-6-4's were but a memory. Their useful careers ended on the scrap pile. Not even one remains as a museum piece alongside the stately, fast-flowing river for which

With two shades of smoke plumes in the sky above them, Pacific type No. 1271 and Royal Hudson No. 2839 double-headed through Guelph Junction, Ontario, with a Canadian Pacific special train chartered by the National Railway Historical Society last August 30th. Jack Emerick, 200 South Terrace, Boonton, N. J.



Builders' shots such as this one show details clearly. Baldwin-built 701, dated 1930, had 73-inch drivers, 23x23 cylinders.

Harvey Uecker of the Chicago, Milwaukee, St. Paul & Pacific Railroad



A global champion. The Milwaukee Road's superb 6402 held speed record for regularly scheduled runs of fifty miles or more.

they were named. Today, the locomotives that roll past the Hudson and cross it at Albany en route between New York and Chicago are diesels.

But you can still see No. 3463, a Santa Fe 4-6-4, preserved for posterity (we hope) on the Kansas Free Fair grounds at Topeka. More than one iron horse left outdoors on display has been desroyed by predatory souvenir hunters. Another Hudson, Nickel Plate's 170, is on view in the Museum of Transport, St. Louis.

The final Hudson to operate in the United States — and the last active Nickel Plate steamer of *any* wheel arrangement — was No. 175. This sturdy oldtimer, stored in the NKP roundhouse at Buffalo, N. Y., was put back into service May 18, 1958, to pull a railfan special on a round trip between Buffalo and Cleveland after all other NKP steam had been retired. Even with sixteen cars tied to her tail, the gallant 175 attained 68 miles per hour.

Thus the 4-6-4 left the American scene with a final flicker of glory. If you want to see a Hudson operating anywhere in this country you will have to content yourself with a live-steam replica. One such layout that comes to mind is owned and operated by Trook & Hurst Machine Shop in Lafayette, Indiana. Among their engines is a faithful reproduction of New York Central's 5297. Three times a year Alva B. Trook and Clarence Hurst are hosts to fellow live-steam fans who come from places as far away as Massachusetts and Missouri. At these meets some 28 live-steamers of various wheel arrangements use the 1200-foot track.

It won't be long before all Class 1 roads, even in modern Canada, have banished not only the Hudson but just about every other type of steam locomotive as well. But before closing this article we will mention a really fast run.

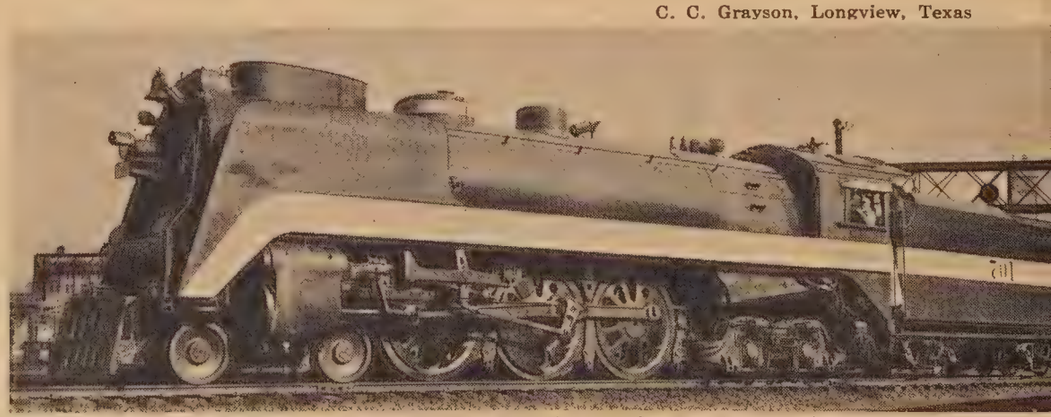
Go back to July 20, 1934. A gleaming five-car train, weighting 735.5 tons, equipped with roller-bearings, and regularly scheduled, is waiting for the highball at nine a.m. that will send it careening over the Milwaukee Road from Chicago to Milwaukee.

The engine, panting gently, is a Hudson type, No. 6402, weighing 326.8 tons. She was designed by C. H. Bilty, chief mechanical engineer of the road, and built by Baldwin in 1930. On this July 20th she is not only mechanically perfect—if there is such a quality as perfection—but has been cleaned and polished for her day of triumph.

Engineer William H. Dempsey and his fireman, Ward B. Kirby, are proud and happy as they climb into her well-appointed cab. There's an air of excitement in the old terminal. This is the day set for a meet with Destiny.

Will the Milwaukee beat the official world's record for sustained speed? Since 1932 the title has been held by an English train, the Great Western's *Cheltenham Flyer*: 77.5 miles between London and Swindon at an average of 81.6 miles per hour with a peak of 92. This English train has won international fame with its speed and adherence to schedule. A label bearing a picture of the *Cheltenham* is glued to the luggage of any passenger, on request, as

C. C. Grayson, Longview, Texas



Like the Maine Central (page 27), the Wabash had a Hudson numbered 701, but this one was built by Alco in 1925 as a 2-8-2, No. 2601, and rebuilt in 1943 as 4-8-4.

proof that he has ridden this train.

Engineer Dempsey and Conductor Charles E. Albright have been ordered to beat the *Cheltenham's* running time. The 6402 is a great locomotive. As Charley gives a highball, the hogger releases her air brake and opens her throttle. Her 79-inch drivers grip the rails. Soon the 6402 is showering Chicago's Loop district with fine cinders, while Ward spreads coal expertly in the firebox.

Bill shoots through Morton Grove like a runaway comet at 90 miles per hour, through Glenview at 96, and Gurnee at 103.5, the top speed chalked up for the run. At precisely 10:07 a.m. he eases her to a gentle stop at Milwaukee station, clinching a new world's record, 85.7 miles in 67 minutes and 35 seconds.

He kept her on an average speed of 90.06 mph from Mayfair, in the Chicago city limits, to Lake, Wis., and he stepped through the dew for 61.4 miles from Edgebrook, Ill., to Oakwood, Wis., at an average of 92.62 per. Mr. Bilty himself rode the cab and checked these figures.

This spectacular run put Bill Dempsey, engineer, in the world championship class with Jack Dempsey, prize-fighter. When reporters interviewed the new champ, Bill said modestly, "It's all in a day's work."

He hadn't really taken the bridle off, he added, because a mere five cars would not have given adequate braking power for an emergency stop, should that have been necessary. However, his train was heavier than the *Cheltenham Flyer.*

Previous to his 67-minute run, the Milwaukee Road's fastest train over the same distance took an hour and a half. Only two years before, it had taken two hours. Even that, in 1932, was considered fast. Going back still further, the shortest time between the two cities was three hours.

Today, with diesel power, the swiftest run from Chicago to Milwaukee eats up 75 minutes, and in the opposite direction, 80 minutes. Bill Dempsey's 67 is past history. But then, of course, Bill had a Hudson type locomotive. He might not have done nearly so well with a diesel. ●

Meet William H. Dempsey, who began firing in 1899, was promoted to engineer in 1904, and topped the world's long-distance speed mark in '34. Standing in the gangway beside him is Ward B. Kirby, fireman on that great run (pictured below).

Milwaukee Road photos

SAWMILL RAILROADING

An Old Hogger Looks Back to Exciting Days and Nights When 4-4-0's Hauled the Giant Toothpicks in Georgia and Florida

by E. A. ("FROG") SMITH

IT WAS a hot and windy July day in 1903. I will never forget that day. I lived near the Higston Lumber Company's mill and railroad at Pelham, Georgia, and saw it all. Dominating the scene was the big yellow sawmill, the tall smokestacks, the sprawling, dust-laden buildings, and the planing mill littered with shavings. Everything in sight was dry and sun-scorched.

The mill hands knocked off for lunch as usual. They hurried to their homes nearby or to the large boarding-house built on company property. Scarcely had they sat down to eat when the raucous steam whistle sounded an alarm—four short jabs and a long, lugubrious wail, repeated again and again.

Everyone within earshot dashed outdoors and raced toward the planing mill, around which swirled black smoke and leaping flames. Some men came running from the far end of town with buckets and ladders. I looked at the grim, wooden stockade which housed the chain-gang. Its gates swung open and out poured the convicts in black-and-white striped suits, some sprinting ahead of their guards in a futile effort to save the mill.

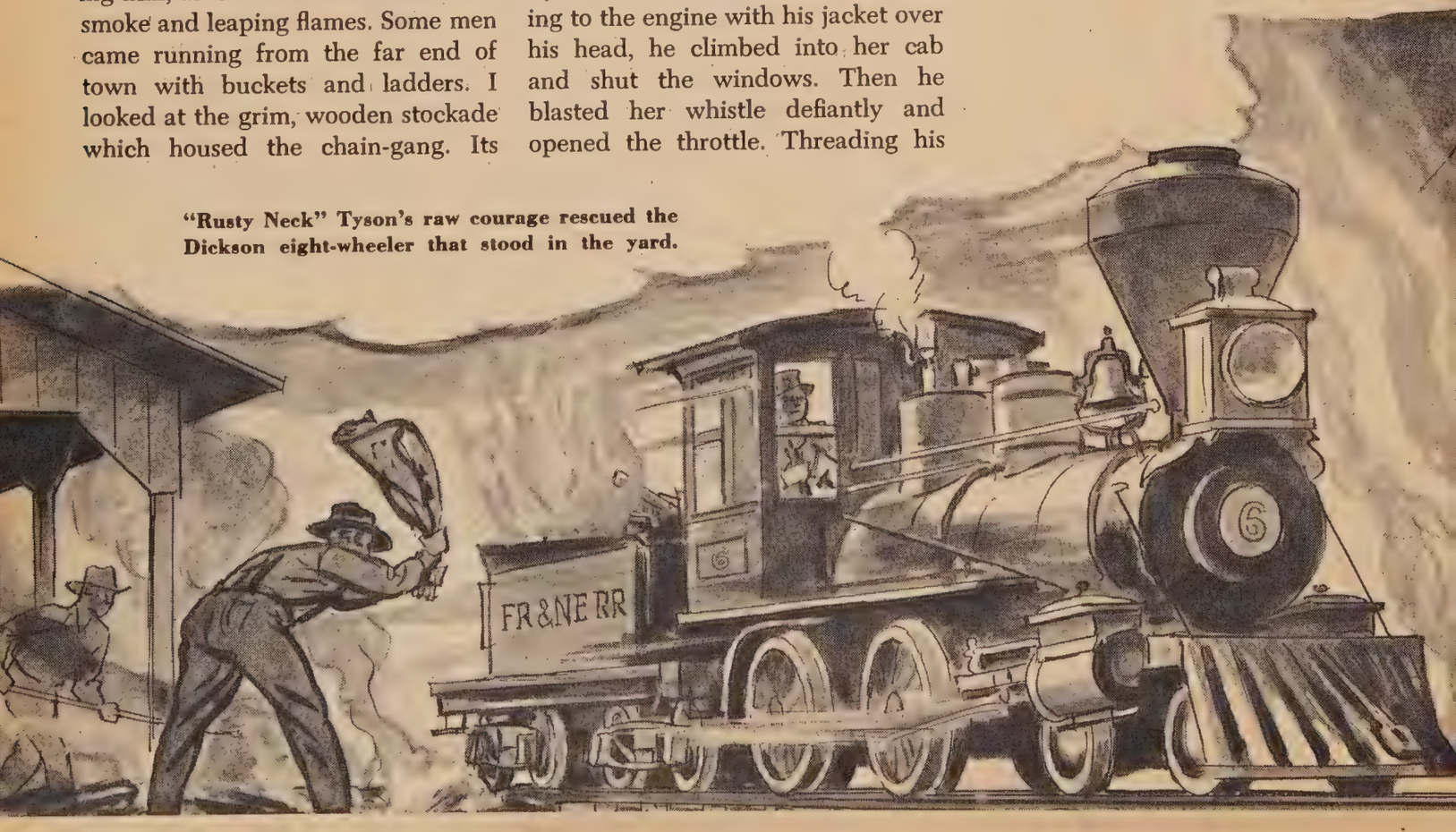
Many thousands of feet of parched lumber lay between the burning planer and the overheated kilns, but fire bridged the gap in seconds. The sawmill and the water-pumping positions became a roaring furnace and had to be abandoned. Pretty soon the boarding-house, with its uneaten meal still on the long table, disappeared in smoke and flames.

Fanned by wind, the blaze veered westward to the loading sheds and burned up two Atlantic Coast Line cars loaded with dry lumber that stood on the mill spur.

An old Dickson eight-wheeler, No. 6, stood in the yard. "Rusty Neck" Tyson's raw courage saved her. Racing to the engine with his jacket over his head, he climbed into her cab and shut the windows. Then he blasted her whistle defiantly and opened the throttle. Threading his way between the burning lathe mill and shops, he ran through two switches, while the flames in his tank bunker were almost as thick as those in the firebox.

My father, Dick Smith, was an engineer on the sawmill railroad there, known as the Flint River & Northeastern. On that day he was running a mixed train, including an old passenger coach that the road had placed in service only a few weeks before. His engine was a Mogul, No. 2, with four-foot driving wheels. He left town with Superintendent Byrd on board, shortly before the alarm sounded, and did not learn of the fire until he stopped at Hinsonton, nine miles away, where someone called him on the phone.

Mr. Byrd was impatient to return



"Rusty Neck" Tyson's raw courage rescued the Dickson eight-wheeler that stood in the yard.

to the mill, but there was no turntable or wye, and Dad would have to back his Mogul all the way. While the fireman was building up his fire with knotty pine slabs, his train crew uncoupled the cars and lined the switches. The light engine galloped out of Hinsonton in a flurry of smoke and cinders. She reached Pelham over steep red hills and on 35-pound rail in nine minutes.

But the speed proved to be in vain. Half a mile out of town, a loaded log train was blocking the main line where the Six-spot had shoved it before backing into the fire-trap. The One-spot, which Dad's train had passed at Cotton, was sidetracked in between them both. Unloading Mr. Byrd almost a mile away from the mill, Dad chugged gloomily back to Hinsonton to pick up his train. By that time Higston Mill was a dwindling mass of charred, flaming, smouldering wood and twisted metal.

THE MILL lasted only thirteen years, having been built about 1890, and its railroad became a common carrier after that part of southern Georgia had been logged over.

Few roads had a more varied collection of motive power. One engine was an eight-wheeled Civil War relic with the name *Hulda* inscribed on a brass plate adorning her boiler. *Hulda* outlived the days of brass cylinder-heads and jacket bands, her bands being about all of the jacket that remained. She had been equipped with injectors but her crosshead pump and tallow cups were still in place.

The FT&NE's 87 also dated back to the fracas between the states. With four high drivers, a huge balloon stack, and little else, she was at least fast on her feet. In 1901, when Dad went to that railroad, No. 87 was wheeling the log train, and *Hulda* the work train.

One day the log train ran over and killed a hobo. Nobody around Pelham knew him or where he'd come from, so he was buried, the whole twelve pieces of him, on the right-of-way. There was no funeral service. No casket, no pine box, not even a blanket. It was like burying a hog.* I remember Dad pointing out the hobo's grave to mother and me. It was then bare and flat. Cattle had trampled it, razor-backed hogs had rooted it up.

Dad got his FR&NE job when the regular engineer was sick. Superintendent Byrd had been trying to log the mill himself but with little success in getting the "toothpicks" over the hills. A Negro laborer said my father could do it, and the super sent for him.

"Do you think you can log the mill with this engine?" he asked, indicating the ancient 87.

In reply Dad reached for a wad of waste and wiped a spot clear on the grimy boiler-head. "Them's my initials," he said. "I cut them last year at Patrick's Mill in Pineville."

"You're hired," said Mr. Byrd.

Now, in those days logging-camp women would ride the train to the mill commissary for their groceries. One Monday morning, less than a week after he was hired, Dad had several females perched on top of his wood-filled tender when he left the crest of Lost Creek hill with nine loads of lumber in the run to Pelham. Among them was Aunt Celia, the colored camp-nurse and midwife, who was broad of beam and whose large breasts shook like jelly when she walked.

It was customary for hoggers to

***Editor's note: About 90 years ago, during the building of the Central Pacific (now SP), the bodies of many Chinese laborers who died on the job were tossed unceremoniously into railroad fills along with earth and rubble.**

hold down the speed so as to cross the rickety trestle that spanned the creek with just enough momentum to climb the hill beyond. But Dad, being a new man, didn't know that. He had barely turned down the grade when, with two whistle blasts, he dropped 87's lever into the corner and pulled the throttle wide open.

With the heavy loads shoving and not a brake on the train, the little engine shot ahead. A cloud of smoke and cinders suddenly engulfed the women, but their screams went unnoticed in the general excitement. Aunt Celia slid down the woodpile on her fat behind. When she reached the bouncing deck she collared the fireman and shouted, "What's done gone wrong wid dat man?"

The fireman, whose own eyes shone like saucers, mutely pointed backward along the racing train, and Aunt Celia started praying aloud. The last of the nine cars had snapped its coupling-pin and its thirty-foot-long coupling-pole and was riding the thin rails on the nose iron as if it were greased, nudging the wheels of the car ahead! There was nothing to do but outrun it.

By some sort of miracle Dad eventually stopped his train without a spill, and nobody got hurt. "The power of prayer," Aunt Celia said solemnly.

We kids liked to swim and fish in Lost Creek. So did Dad. When he had a passenger run and stopped for water he'd set hooks and lines and leave them in the creek. On his return trip he collected fish, which the fireman cleaned for him in the cab. A whistle toot summoned my good mother to meet the train and she'd have the fish fried for our noon meal.

SECOND - HAND 4-4-0's were plentiful and the cheapest motive power for logging around the turn of the century and the hills and swamps of Georgia were full of them. They pulled trains of bastard cars loaded with yellow pine logs. As the pine began to vanish, so did the eight-wheelers. Heavier Moguls and 4-6-0's with lower wheels and more tractive force nosed them out. But the newer power failed to equal the speed records that the little tea kettles had made as they fled like scared rabbits up one hill and down another.

My father recalled an unusual experience he'd had in 1892. He was steaming through Saltilla River swamp in the cab of the *Saltilla,* a 4-4-0, with a train of logs for Pinebloom, Georgia (where I was born four years later). Because the weather was hot and sultry, with scarcely a breath of air stirring, some Negro laborers from the woods rode the long-nosed pilot rather than the cab or tender. The huge stack roared, shooting off sparks, as Dad worked her wide open down a hill to get impetus enough for the next upgrade. Except for the hand-wheel on the tank, there wasn't a brake on the whole train.

A sudden commotion erupted. The colored boys left the pilot in a damn big hurry, piling into the cab through open windows or climbing over its roof to the rocking tender.

"What in hell's wrong?" asked Dad.

Then he saw that his pilot had scooped up a full-grown black bear, who was very much alive and apparently enjoying the ride. For some strange reason the men didn't relish his company.

A few days after that, John Yahn had the *Saltilla.* Ben Gray, one of the three brothers who owned Pinebloom Mill, strolled up to him at the loading spur and said, "John, I'm riding the pilot to get some fresh air," and added whimsically, "Don't pick up a bear like Dick Smith did the other day!"

"I won't," the hogger grinned.

Yahn kept his word. But nobody had mentioned other animals. Before they had gone far, he scooped up a yearling that was grazing beside the track. It hit the astonished Mr. Gray in his bay window and knocked the wind out of him.

ALTHOUGH the eight-wheelers were small, they were dynamite compared with the later-day logging engines with hydrostatic lubricators, air-brakes, electric headlights, and other modern gadgets. Back in the days of crosshead pumps and tallow cups, you had to walk out gingerly to the cylinders to feed valve-oil into the top of the steam chest. One rainy afternoon at Pinebloom the log train had just scaled a steep hill and was beginning to roll down the other side when the fireman, Joe Hargrove, edged his way along the running board to the front end with his tallow pot. He filled one side, shut it off, and started across the pilot beam —but never made it!

At that instant the last car went into the ditch, giving the train a jerk that caused poor Joe to lose his grip and fall under the wheels. That was the rare case where a rear-end wreck killed a man on the head end.

Another unusual accident occurred late one night when Dad came into Pinebloom with the work train, unaware that another crew had carelessly left the log train out on the main line to be ready for an early-morning trip. Dad naturally thought the line was clear. Only the feeble glimmer of the oil-burning headlight warned him belatedly of danger. By calling for brakes on the tank and plugging his eight-wheeler, he kept from doing more damage than breaking a coupling-pole and shaking up everything.

That time the negligent engineer got off with a cussing-out; but later on, when Dad went to work for another mill, he was instrumental in running an entire crew off the job for pulling the same stunt.

It happened on a dark night. Dad was bringing in a load of relay rail from a worked-out spur and barely managed to top Hansell Allen hill, two miles from Pineville, Georgia. The battered old eight-wheeler, with no headlight or brakes other than the tank hand-wheel, was crawling along.

The fireman (my uncle), Will Summers, had burned up the last of his slabs and as they topped the hill he lay down to grab some shut-eye. He knew it was downhill all the way in, so he left it to Dad to kick him

awake when they got home. (Incidentally, waking Uncle Bill enough to get any sense into him was a real job.)

Gradually the old scrap-pile began to pick up speed as each car topped the rise. The train was almost beyond stopping when a man walking the track in the murky darkness called out: "Better stop 'er! The log train's wrecked down there!"

With a frantic pull for brakes, Dad plugged his engine and worked sand, but the fireman snored on. By plugging and releasing to save his tires, Dad succeeded in stopping that trainload of steel with his pilot less than twenty feet from the rear car of the wrecked train!

The log-train crew had killed their engine and were walking in, without leaving a flagman or even a lantern. Dad and his crew followed them in, but it didn't end there. The work-train men were mad clean through. With the aid of Dad's .38 Winchester rifle, they chased the whole log-train crew out of town.

When my father died in December, 1905, his little Mogul was draped in black, as was customary in those days. Two days later, still wearing crepe, she turned over on Lost Creek hill, and shortly afterward was totally destroyed in a wreck.

The Six-spot, which survived the fiery destruction of Higston Mill, later worked for a sawmill at Moultrie, Georgia, but ran into a burning trestle at Hartsfield, sending a gallant old engineer, Dan Connell, to glory.

Old 67 also met a tragic fate. Bridgeboro Mill had bought her and renumbered her 7. One day in 1906 she rammed a Georgia Northern freight powered by No. 55, and seven men perished. It happened because the planing mill was closed that day and the mill hands took a train ride into the woods.

Graybearded Engineer Pope of the 55 might have survived if he had stayed in his cab, but he jumped and fell under the wheels. His engine was undamaged except for the pilot and front end. No. 87 was smashed so badly that her rods had to be taken down to get her to roll in. The survivors boarded the train, with the freight conductor at the throttle, and went on to Bridgeboro, nine miles distant.

Cotton and watermelon kept the FR&NE going for some time after sawmills had vanished from that part of Georgia, but macadamized highways spelled its doom, and the rail were ripped up ten years ago.

MY OWN railroading was done mostly on the logging roads in Florida, running Moguls and ten-wheelers through the palmettoes. One such road, deep in the Big Cypress swamp, supplied pine and cypress to the C. J. Jones Mill at Jerome. Its rails were laid on bare ground, through mud flats that overflowed in the rainy season, bringing out an army of frogs. It was catching and selling these creatures as a side line that gave me the nickname "Frog."

Being the last great sawmill to operate in southern Florida, its rolling stock consisted of relics that should have been set out in some park or museum instead of cut up for scrap-iron. Two of its engines, Nos. 1 and 10, were bought from Dowling, a lumber camp at Slater, Florida.

The One-spot was a 2-6-2 built by Baldwin in 1916, with a shallow firebox that came in handy when sloshing through deep water. No. 10 was a Baldwin ten-wheeler with five-foot drivers, vintage of 1910, originally a passenger-hauler. I ran both of them when they were still at Slater. No. 10 was peculiar. If you moved her only a few feet without first covering her grates, her firebox spouted a fountain at the stay-bolts.

Another habit of hers was to split the switch when you made a drop backing up. Not now and then, but every time. One day at Slater she spread herself in a switch on Polecat curve and it took the 44, a 65-ton Baldwin ten-wheeler, to drag her out. While Engineer Claude Page was waiting for the 44 to be made ready, he placed some big long slabs between the pilot wheels and drivers to help her mount the rails.

Now, two parts of No. 10 were fairly new, her steel pilot and her electric headlight. These were the pride of Master Mechanic Joe Peters. When 44 coupled onto 10's tank, the hogger gave Mr. Peters all the help he could, and together they rerailed her. But then the good luck ran out. Ten's pilot wheels flipped some of those long slabs into the nose of that steel pilot, shoving it straight up in front of the headlight. And Peters blew his top at the same time.

Had C. J. Jones known of half the Ten-spot's bad traits he would not have bought her for use at Jerome. But he hadn't. He'd admired her high drivers and wading ability and he learned the rest too late.

Several years afterward, when I went down to Jerome, I hardly recognized No. 10. She showed evidence of wallowing in alligator holes in the Big Cypress. Judging from her dilapidated looks, she had paid in full for the headaches she caused us at Slater. Her once-clean air-pump looked as if it had been dragged through a rock pile but it still hung precariously to the side of her boiler.

The rainy season was on. Of 27 miles of standard-gage track, more than 20 were under water, in some spots waist-deep. To run through the flood you had to build a high fire and leave the firedoor open for draft.

One day a train of logs was wallowing through a deep slough. A woodsman noticed the open firedoor and dropping steam pressure and he kicked the door shut. Immediately muddy water gushed from the smokestack, and the engine died right there. As soon as an order could be heard above the profanity, a man was ordered overboard into waist-deep water to go for another engine.

Time passed. No. 10 and the track became so bad that you couldn't keep her out of the 'gator holes, and finally she gave up, a tired and rusty old relic doomed to the blow-torch.

No. 1, the other tea kettle from Slater, had better luck. She stayed

(*Continued on page* 69)

INFORMATION BOOTH

Union Pacific train No. 125, pulled by GP-9's, rolls past the Boise, Idaho depot while No. 126 (left) waits on the passing track.
Henry R. Griffiths, Jr., 821 Houston Rd., Boise, Idaho

1 (*a*) *What is the difference between a GP-9 and a GP-7 diesel locomotive?* (*b*) *Is it less expensive to operate a train by a diesel or an electric locomotive?*

(a) The main difference is that a GP-7 has 1,500 hp and a GP-9, 1,750. There are also differences in design of traction motors, generators and other operating components.

(b) If you define operating costs as expenses directly connected with the running of a train—i.e., fuel, maintenance and crew, but not including depreciation, original price, cost of line-side constructions, etc., and assuming the electric locomotive is being used to capacity—it is less expensive to haul a train by electricity than by diesel-electric traction.

In June 1947, Paul W. Kiefer, Chief Engineer of Motive Power and Rolling Stock, New York Central, drew up this comparison of cost per mile in operating various locomotives: 5,000 continuous hp electric, $0.90; 4,000 hp 2-unit diesel, $1.11; Niagara (4-8-4) locomotive, $1.22; 3-unit 6,000 hp diesel, $1.48. On a per-hp basis these are $0.00018, $0.000278, $0.000242 and $0.000247 respectively.

2 *Which was the first locomotive to haul a train of cars in regular service on an American railroad?*

The *Best Friend of Charleston,* in 1830, on what is now part of the Southern Railway.

3 *Were any sections of the Detroit, Toledo & Ironton, or the Lehigh Val-Valley electrified at any time?*

These roads never were operated by electric power. However, several hundred feet of the Lehigh Valley, just outside of Newark, N. J., is electrified to allow trains hauled by Pennsy GG-1's to change engines from the GG-1's electrics (which take trains to and from Penn Station, New York City) to Lehigh Valley diesels which haul trains over LV lines.

4 *My husband has been a Railway Expressman for many years. I will be eligible for a teacher's pension when I retire. Will it make me ineligible for a wife's annuity under the Railroad Retirement Act?*

No. But your annuity would be reduced if you were entitled in the same month to any of the following: Retirement annuity, or parent's insurance an-

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nuity under the Railroad Retirement Act, or monthly insurance benefit (other than a wife's benefit) under the Social Security Act. The reduction would be equal to the amount of such other annuity or benefit.

5 *How many Mallets did the Frisco have and what were their specifications?*

They had seven—Nos. 2001-2007, all 2-8-8-2's, built by Schenectady, Oct., 1910, with these specifications:

Cylinders H.P., 24½x30 inches	
Cylinders H.P., 39 x30 inches	
Weight on lead truck	**25,000 lbs.**
Weight on drivers	**360,000 lbs.**
Weight on trailer truck	**32,500 lbs.**
Total weight of engine	**418,000 lbs.**
Tender, 8,000 gals. of water, 16 tons of coal	
Weight of tender	**161,300 lbs.**
Total weight of engine and tender	**579,300 lbs.**
Boiler pressure, 200 lbs. per sq. inch.	
Tractive effort:	
Cylinders: Simple	**100,000 lbs.**
Compound	**83,500 lbs.**

These engines were tried out on various divisions of the railroad, but wound up at Birmingham on the Dora Turn in the mining districts and were retired in 1937.

6 *Will the best of Harry Bedwell's stories come out in book form?*

Not that we know of. His only book, *The Boomer,* is a novel based on the Eddie Sand stories. A paperback edition, reprinted for overseas forces during World War II, had a huge sale, but is out of print and very hard to find.

7 *(a) How long is the French National Railroad system? (b) How much of it is electrified? (c) How do freight hauls in France compare with those in the United States?*

(a) 26,000 miles. (b) About one-seventh. (c) Latest available figures show that railroads haul 64 percent of French ton-miles of freight, as compared with 48 percent in the U.S.A., while French motor trucks carry 25 percent of the nation's ton-miles of freight; U.S. trucks, almost 19 percent. Inland waterways: French, 11 percent. U.S., 16 percent. Pipelines: French, virtually non-existent. U.S., 17 percent.

Total ton-miles of freight hauled in France is 54.2 billion, about 4 percent of U.S. total. However, the French railroad proportion has been relatively constant during the past few years, while the proportion of freight hauled by U.S. railroads is declining.

8 *Furnish details of the Tallulah Falls Railway used by Walt Disney in filming* The Great Locomotive Chase.

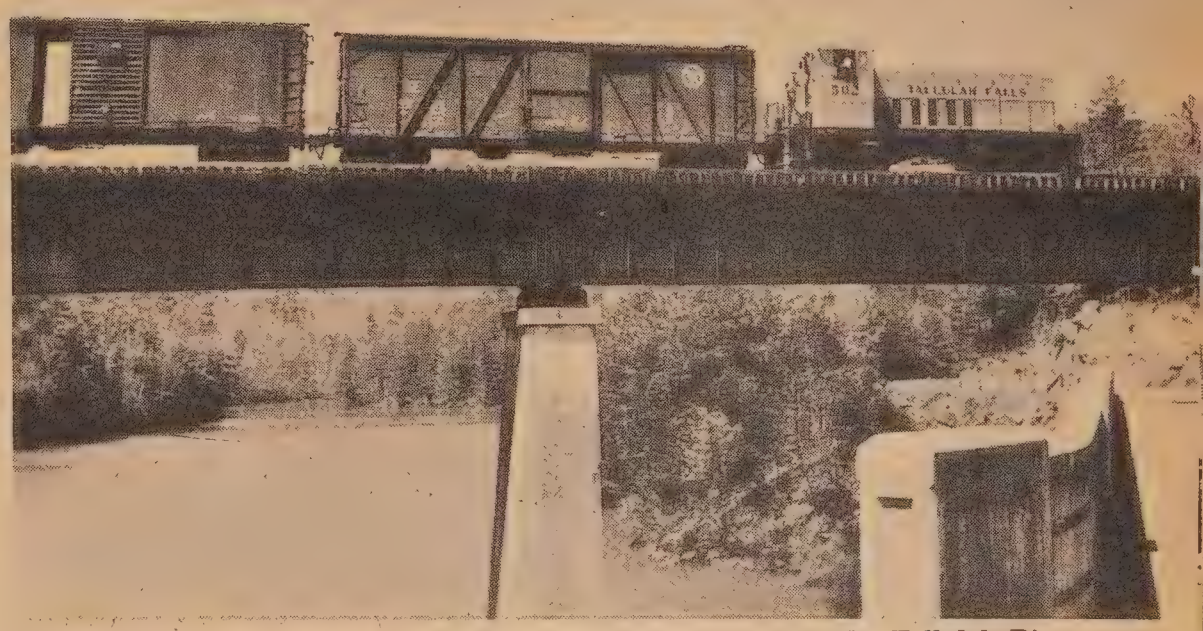
Chartered in 1898 this standard-gage runs between Cornelia, Ga. and Franklin, N. C., 58 miles. In this short distance there are 44 trestles. All but one are built of wood. Rolling stock consists of two 70-ton diesel-electric road-haul locomotives and five freight cars. The TF employs 58 persons.

9 *What is the cost of a railroad tie?*

That depends on the kind of wood, the way it is treated (with creosote, etc.), quantity purchased and locality. Bob White, Grand Trunk Western section boss, tells us the average price of a good tie is $7. This does not include other expenses. Section laborers get $2 an hour. The cost of unloading and piling one carload of 400 to 550 ties amounts to $80 in wages, with additional money for hauling them to the job on push cars and laying them in the track.

10 *Are any railroads owned by the U.S. Army or Navy and operated by service personnel?*

Yes, both Army and Navy roads.



Tallulah Falls train crossing one of the road's 44 trestles over the Tallulah River.

Union Pacific's No. 818 (a 4-8-4) pulling train No. 57, a Denver-Cheyenne local, north of Denver, Colorado in June, 1953.
R. H. Kindig, 3831 Perry St., Denver, Colorado

11 *What is a Mars light?*

A headlight of 3,000,000 candle power which casts a gyrating beam of canary-yellow light shaped like a figure 8. Operated by a motor, its reflector causes the beam to swing out ahead of the locomotive in spectacular arcs for a distance of 1,400 to 3,000 feet. On clear nights you can see it three miles away.

12 *Which was the world's worst train wreck?*

On the night of Dec. 12, 1917, some 1,200 French soldiers boarded a train at Modane, an Alpine village on the Franco-Italian border, to spend Christmas at their homes after the battle of the Piave. The track lay at the top of a mountain gorge.

"This train is too heavy," the engineer protested. "It is dangerous to start. I will not go."

An argument followed which ended with an ultimatum from the brass hats: "Start the train or you will be court-martialed and shot!"

The engineer climbed back into his cab and opened the throttle. There were steep grades and sharp curves. The brakes squealed and wheels shot off sparks in an endless stream. Soon the overloaded train was out of control, tearing down the dizzy slope at breakneck speed. Friction from the brakes set the cars on fire.

Some of the soldiers leaped to instant death as the train continued to plunge. At a curve where the tracks crossed a wooden bridge, just above the tiny St. Michel station, it jumped the iron and piled up in a ghastly heap. Flames devoured the wooden cars.

The French Government suppressed news of this disaster until many years after the war. Some reports say more than 1,000 men were killed, but a conservative estimate places the death list at 542.

Prior to that, the world's worst railway wreck occurred on May 22, 1915, at Gretna Green, Scotland, where 227 persons were killed in a collision involving five trains.

13 *How many changes of time could a traveler encounter on a transcontinental trip before standard time*

was adopted in the United States?

A trip from Maine to California prior to 1883 necessitated about twenty such changes.

14 *Are any refrigerator cars built of aluminum?*

Yes. The world's first five all-aluminum reefers have been in use for several months on the Canadian National Railways. They are 22.5 percent lighter than previous refrigerator cars, each one saving 14,200 pounds of weight.

With the exception of the trucks, charcoal heater, door and hatch hardware, and certain safety equipment, all parts of these five cars are aluminum. This metal was adopted to eliminate expensive and frequent repairs and repainting due to corrosion by brine solution used in refrigeration. Cars were designed by the CNR Aluminum Co. of Canada, Ltd. (principal subsidiary of Aluminum, Ltd.) and National Steel Car, and built by the latter.

Prior to this, some freight cars, partially constructed of aluminum, were built in the United States, Canada and Germany.

15 *Has the average train speed in the United States been increased since World War II?*

Yes, passenger trains by about 16 percent, freight by 23 percent.

16 *What is demurrage?*

Penalty payment for delay to a freight car beyond the "free time" allowed for loading and unloading. History was made last September when the Container Corporation of America handled its 100,000th freight car without payment of demurrage. The car rolled out of a siding at Container's big Philadelphia paper mill, behind a diesel switcher of the Reading.

17 *Are propane (bottled gas) and electricity used in cabooses?*

Yes. For several years the Elgin, Joliet & Eastern has had some all-steel cabooses equipped with propane gas-driven electric generators providing 110-volt current. Storage batteries start the generators and act as auxiliary power to light the markers.

The interior also is lighted by electricity. Each car has two electric fans, a gas refrigerator, a two-burner gas hotplate, a propane gas heater to keep the crew warm in cold weather, stainless-steel kitchen- and bathroom-type sinks, with hot and cold running water, and inside toilet facilities.

18 *Where can I get information on block signaling, electric interlocking and centralized traffic control? Our public library has very little on these subjects.*

Contact Simmons-Boardman Publishing Co., 30 Church St., New York City (publishers of technical railroad books), or Grahame Hardy, or Owen Davies (see addresses in our *Switch List*), dealers in railroadiana.

19 *I am an eighth-grade pupil. What are the possibilities that I will drive an atomic-powered locomotive some day?*

Practically zero. No attempt has been made to build such a locomotive.

20 *Please list locations in Florida where I can see various types of steam locomotives.*

Port of Palm Beach: two 0-6-0 switchers, operating daily.
Clewiston: U.S. Sugar Corp., ex-Florida East Coast Pacific No. 148, standby duty.
Bryant: (near Canal Point) U.S. Sugar Corp., Pacific No. 113, standby duty.
Sarasota: Wood-burning Prairie type on exhibition in City Park.
Copeland: Lee Tidewater Cypress Co. has four Prairie types stored. No. 4 was used in filming *Winds Over the Everglades*.
Immokalee: Lumber mill has little standard-gage Porter 2-6-2 used in logging operations (Lee Tidewater).
Lacoochee: Cummer Bros. Lumber Co. has Baldwin 2-6-2 operating daily in yard service. She is well cared for and is photogenic. Several older ones are stored there.
Tampa: Atlantic Coast Line has steam switcher in yard service.
South Jacksonville: Bowden Yards. FEC has a few 0-6-0 switchers and a Mikado in storage.
Gulf Hammock: Florida Lumber Co. (Highway 19) has a 2-6-2 stored.
Archer: Archer Foundry & Machine Works has several small ones in storage.
Port St. Joe: The Marianna & Blountstown RR. has an ex-FEC Pacific on standby duty.
Rockdale: No. 153 on display at South Campus, temporarily out of service.

21 *What is the fare on the Panama Railroad from the Atlantic to the Pacific?*

One way, $1.25, round trip, $2.

22 *A short history of the Virginian Railway, please.*

The Virginian is a union of the Deepwater and Tidewater railways. The

New developments in rolling stock: (Left) One of the world's first aluminum reefers, built by National Steel Car, now in service on the Canadian National. (Right) Elgin, Joliet & Eastern all-steel caboose is equipped with propane gas and electricity.

Deepwater was chartered in 1902, the Tidewater in 1904. The Tidewater charter was amended to authorize the organization of the Virginian which acquired the Deepwater properties in 1907.

The Virginian used Mallets to a great extent, and built the largest gondolas of any road.

In 1921 it operated a record tonnage train (17,000) from Roanoke to Sewalls Point. In 1928, it claimed the longest train on record, 9 loads and 189 empties, stretching for more than a mile and a half. These were not freak movements, but tests to demonstrate the road's facilities.

The Deepwater bridge connecting the Virginian and New York Central was opened in March, 1931.

23 *Which railroad is the largest user of hotbox detectors?*

The New York Central, with 32 units now in use and 20 more contemplated by 1960. The Central covers 10,700 miles, operating in 11 states.

24 *Why are nearly all switch keys made of brass?*

Probably to avoid corrosion, and because cast brass is stronger and more pliable than most low-priced metals.

25 *When, and under what circumstances, did reefers originate?*

The first recorded use of railroad refrigeration involved a shipment of butter in June, 1851, from Ogdensburg, N. Y. to Boston, Mass., over the Northern Railroad of New York (which later became the Ogdensburg & Lake Champlain, now part of the Rutland). A freight official named Wilder turned the trick. By insulating a wooden boxcar with sawdust and stocking it with ice, he enabled Ogdensburg farmers to raise the price of their butter from 12 to 17 cents.

The idea became so popular that Wilder converted additional boxcars into rolling iceboxes. Other roads soon followed suit. Today the shipment of frozen foods by rail is a major industry.

26 *How many railroad tunnels are there in the United States?*

About 1,400.

27 *Is there any place in the world where horse-drawn cars earn more money than motorized transportation?*

Yes. In the City of Douglas on the Isle of Man, the Douglas Corporation Horse Trams shows a profit of 4,456 pounds annually. The horse-tram route covers two and one half miles of sea front.

The town of Celaya, Mexico, operates two mule-car transit lines but no buses. (See *Along the Iron Pike,* Feb. '59 issue.)

28 *How much do the railroads receive on the average for carrying a ton of freight one mile?*

1.45 cents.

29 *Which line is known as Chesapeake & Ohio's little brother?*

The Nicholas, Fayette & Greenbriar Railroad, owned jointly by the C&O and New York Central. It runs between Meadow Creek and Swiss Junction, W. Va., 60 miles, with nearly 150 miles of track. The mileage includes various branch lines which service coal mines in the West Virginia hills.

In 1907 Thomas W. Raine chartered a railroad under the name of the Loop & Lookout that ran between Lookout and Russellville. The following year he surveyed a section of land from Meadow Creek to Meadow Bridge and chartered the Sewell Valley Railroad. He built the Loop & Lookout in 1911 from Rainelle to Burdett's Creek, and eventually to Nallen.

The Sewell Valley line, under his

Last Class 1 road in U.S. to run steam-powered passenger trains on regular schedule was Grand Trunk Western (Canadian National). Scene at Grand Rapids, shortly before diesels took over, shows train 21, with Pacific engine 5633, bound for Detroit.

Charles R. Foss, 5087 Rte. 1, Cherry Valley Rd., Middleville, Mich.

ownership was extended to Raders Run.

In the same area, a group of coal mine operators joined forces to charter the Greenbrier & Eastern. In 1920 the C&O and NYC agreed to divide the future business on the Gauley River area, C&O taking the east side of the river and NYC the west side. Later, each road applied for permission to extend rails along the river.

The two lines incorporated the NF&G in 1926 and later bought the Greenbrier & Eastern, the Sewell Valley and the Loop & Lookout. They share supervision of operations, each taking over on alternate years—the C&O on even-numbered years and the NYC for the odd years.

Most of the motive power is supplied on a car-mile basis, with each road furnishing a proportionate share.

30 *Do you know the author of the poem,* "The Old Caboose"?

No, but here are the words:

Sentenced to roll on the end of the train,
Trying ever with might and main
To keep abreast of the speeding load
But tagging behind on the roaring road.

Tardy at sidings, the last to leave,
Yet I may not complain or grieve,
Minding my own, last of the train,
Pounding out but the one refrain.

Song of the wheels in staccato notes,
Clicking the rails, yet a music floats
Over the broad terrain and away,
Song of the train all the livelong day.

Dust on my wheels and weather-worn,
Limping behind, and a way forlorn,
But a car must fit to the place allowed
And why should an old caboose be proud?

Lumbering over the steel highway,
Rain in the sky, or a blustery day,
Skirting the hills, and the desert knows,
For it has accorded me many blows.

I must follow where engines lead,
Bending my will to the iron steed,
Every day till my frames are loose.
That is the lot of an old caboose.

31 *(a) What is the total mileage of standard-gage railroads in North America? (b) Can freight be shipped from one of these countries to another without unloading?*

(a) The United States, Canada and Mexico embrace approximately 276,000 miles, or 35.6 percent of total world railroad miles. (b) Yes. A carload of freight can be loaded at any of the 60,000 railroad stations in the three countries and shipped without reloading to any other of the 60,000 stations without transfer of cargo.

H. B. Garrett, Southern Pacific signal engineer, experiments with new traffic control center similar to one installed in dispatcher's office at Tucson, Arizona, as part of CTC modernization program. Compact console can control several times the territory handled previously with one of the same physical size. Tiering of track diagrams, and consolidation of controls into front panel, permit greater coverage.

32 *Is it possible to weigh freight shipments while the cars are rolling?*

Yes. One that we know of is an atomic device developed by New York Central's Technical Research Center. Employing gamma rays emitted from a Cobalt 60 source located beneath the rails, it can weigh cars moving as fast as 30 mph. As a freight train passes over the radioactive sources, gamma rays penetrate each car and are counted by scintillation counters suspended above the tracks.

Running Extra

When you answer a question requested in Information Booth *or* Running Extra, *be sure to mention the item number and date of issue.*

GOOD NEWS regarding Okmulgee Northern engine No. 5 (*Tommy*) comes from Don McClain, 3712 Wood Ave., Kansas City 2, Kan. He reports that *Tommy* was not scrapped but is in a yard at 2nd and Riverview Sts., Kansas City, Mo., awaiting a buyer. She appears to be in fine condition and would make a nice exhibit in any rail museum or park.

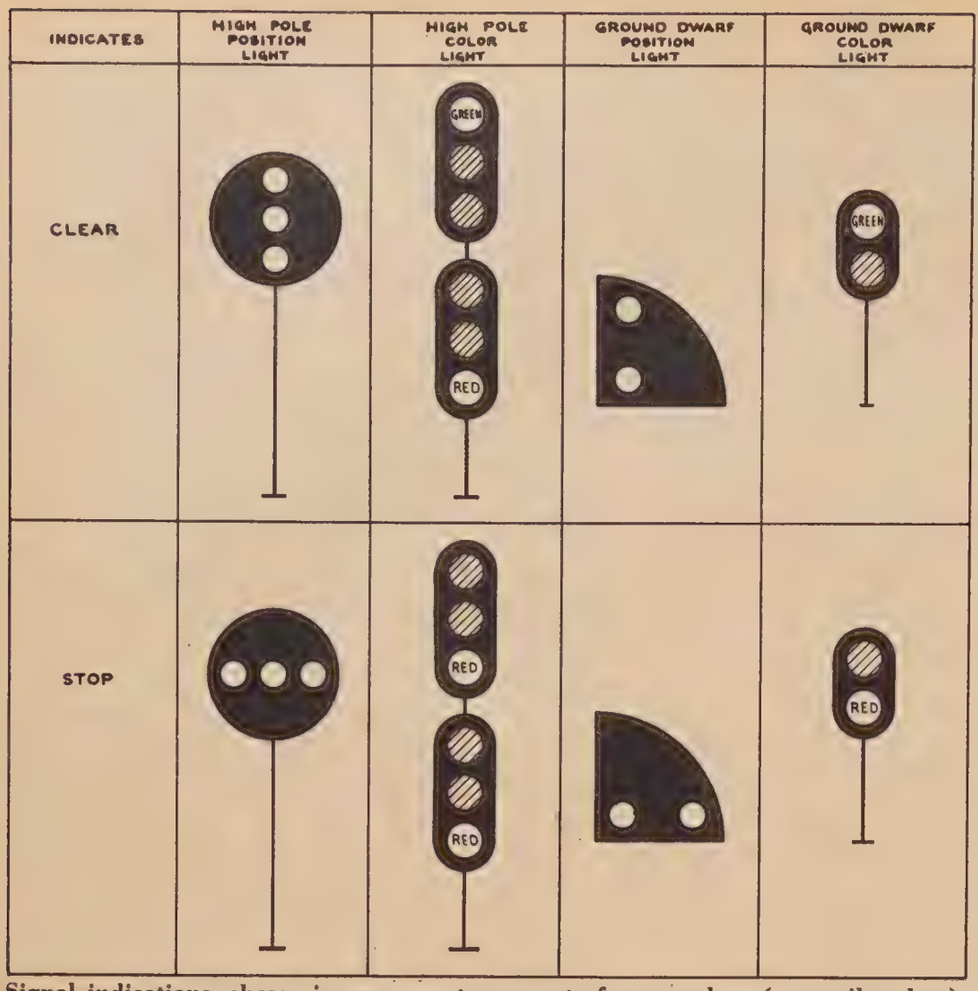
An inquiry addressed to Mr. Rast of the Sonken-Galamba Corporation at the above address, will bring details, along with current prices on standard Pullman cars, of which the company has about 7 for sale.

MEL BEATON, Westdale Ave., North Wilmington, Mass., wants a history of the Coronado Railroad of Arizona and its motive power.

OWNERSHIP of Delaware & Hudson right-of-way between Rutland Vt. and Whitehall, N. Y. (Dec. '58) is questioned by Richard Costello, 27 E. Washington St., Rutland. He says it is the old roadbed of the Rutland Ry. Light & Power Co. (built at the turn of the century and abandoned in 1924), and had nothing to do with the Rutland & Whitehall or the Rutland & Washington which are leased to the D&H.

CHARLES FOSS, 5087 Cherry Valley Rd., Rte. 1, Middleville, Mich., wants a history of the Lake Erie & Western (now part of the Nickel Plate).

ACCORDING to Carl Mulvihill, Todd Hall, CPS, Tacoma 6, Wash., the Alaskan railroad referred to by Frank Johnson (Dec. '58) is the Copper River & Northwestern, built by the Morgan-Guggenheim interests between 1900 and 1911 at a cost of $17,500,000. Data concerning its construction problems may be found in *Railway Wonders of the World* by F. A. Talbot. Mr. Mulvihill believes two CR&N engines ended up on the McCloud River Rail-



Signal indications, shown in response to requests from readers (non-railroaders).

road in Oregon and still may be running.

HURLEY WORK, 110 W. Washington St., Culver, Ind., questions our statement that America's steepest mainline grade was on Saluda Hill in North Carolina's Blue Ridge Mountains (4.7 per 100 feet). He says that one near Madison, Ind. was the world's steepest standard-gage track, 311 feet to the mile, with a slope 7,012 feet long, on the old Indianapolis & Madison, the first railroad built west of the Alleghanies.

A JERSEY CENTRAL engineer says he knows the words to the old song, "We had 60 cars of cattle," etc. (requested in Dec. '58), but they are unprintable. He hopes someone will come up with a version we can publish.

IN ANSWER to Lloyd Hendricks' inquiry about the Anthony & Northern (Dec. '58), Allison Chandler, 228 East Jewell, Salina, Kans., submits this data from *Poor's Industrial Guide of the Railroads*, 1906:

"117.1 miles. 186.94 miles total track. Kansas City, Kans., Virginia, Neb., South Leavenworth, Kans. 16 passenger cars, 3 combination cars, 4 baggage and mail cars, one business car, 356 freight cars, 6 cabooses, 3 service cars. Chartered Dec. 29, 1893. Successor to Kansas City, Wyandotte & Northwestern. Operated by Missouri Pacific under lease effective Jan. 1, 1901. MPR owns capital stock. George J. Gould, President, New York."

Mr. Chandler does not know when MoPac abandoned the road. After the steam line gave up the depot it was used by the Kansas City, Kaw Valley & Western, an electric interurban between Kansas City and Lawrence. In 1957 it was used as a warehouse.

WALTER REDMAN, 8781 Arcadia Ave., Detroit, Mich., wants a history of the Toledo, Peoria & Western.

WHO can furnish data on the now abandoned Washington, Baltimore & Potomac, which ran from Baltimore down through the present-day Pennsy route to Mechanicsville, Md? Roster and other facts are sought by Charles Weaver, 2039 New Hampshire Ave., Washington, D. C.

LOST TRAIN: A. L. Steinhauer, 2361 Olive St., Denver, Colo., comments on item 2, Dec. '58, as follows:

"You may refer to the train which was lost in Kiowa Creek on the Kansas Pacific (now UP) about two miles east of Bennet and 30 miles east of Denver. The creek is dry most of the time and has a quicksand bed. I understand the engine's stack was found a quarter-mile north of the bridge."

Mr. Steinhauer says a Denver paper published an account of the disaster about three years ago. He will send a copy of the article to anyone who desires it.

MORE information on Mastodons (item 22, Dec. '58) comes from Gilbert Pletz, secretary of the Cincinnati Railroad Club, 1302 Thurnridge Drive, Reading, Ohio: "The only 4-8-0 tender engines ever operated in the British Isles, and I believe among the largest narrow-gage power in the Isles, were Londonberry & Lough Swilly engines, 11 and 12. Other than two 4-8-0 tank engines that once ran on the Great Southern & Western, and two 4-8-4 tanks on the L&LS, these were the only coupled locomotives ever operated in Ireland.

FRANK DULLECK, 517 Hudson St., Hackensack, N. J., asks which roads, if any, aside from the Union Pacific, had 4-8-8-4s.

HERE are two additions to our list of railroad exhibits and museums:

The Pine Creek RR., U.S. Route 9, Freehold, N. J., a narrow-gage tourist road about 7 miles north of town, operating only on Sundays in the summer. It carries passengers. Motive power consists of several engines from Shay-geared to steam and diesel dummies. Owns a variety of rolling stock, station, engine house, etc.

Cowboy City Railroad, N. J. Route 38, also at Freehold, is a tourist road located about 3 miles west of junction of Routes 34 and 35 at Collingswood Park. Operated Saturdays and Sundays during the summer in conjunction with Cowboy City. Owns several standard-gage steam locomotives and wooden passenger cars.

INFORMATION concerning Brigham Young's narrow-gage private car is wanted by Carl Mulvihill, Todd Hall, CPS, Tacoma, Wash.

EDGAR BANK'S query about the Cincinnati, Lebanon & Northern (Dec. '58), is answered by Lee St. John, Lebanon, Ohio, who says:

"I believe he refers to the road which runs from Cincinnati through Mason, Lebanon and Dayton and now operated by the Pennsy, although I do not remember it as the CL&N. The rails from Lebanon to Dayton were removed about six years ago. My grandfather

rode passenger trains north of Lebanon before the turn of the century when (he says) the road was known as the Dayton, Lebanon & Cincinnati.

"Traffic today consists of one local freight daily. The line serves various plants, including Oregonia Bridge Co. at Lebanon, the most northern point now reached by the line."

WHO knows the origin of the term "gandy dancer"?

HUGH F. STEPHENS, 223 Trenton Blvd., Sea Girt, N. J., answers Charles Wiles' inquiry regarding the Huntington & Broad Top (narrow gage) and the Pittsburgh, Lisbon & Western.

"So far as I know," he says, "the H&BT always was standard gage.

"The PL&W was incorporated Nov. 15, 1902 as a consolidation that included the Shenango & Beaver Valley Ry., and controlled by the Pittsburgh Coal Co. It ran between New Galilee, Pa. and Lisbon, Ohio, 23.3 miles. Rolling stock consisted of 4 locomotives, one passenger car, one gasoline motor car, 7 freight cars and 2 cabooses."

COMMENTING on power changeover (Oct. '58), Herman Diers, 4722 Chesapeake St., N. W., Washington, D. C., says the Potomac Electric Power Co. owns a small line which connects its Benning plant with the nearby PRR and East Washington. They use a fireless locomotive for loaded coal cars, but an electric locomotive with overhead trolley hauls out empties.

LOWELL WILLIAMS, Box 192, Elizabeth, Pa., wants a list of mixed trains still running in North America. The Western Maryland operates one between Elkins and Durbin, W. Va., 47 miles, while the D&RGW runs a steam-powered mixed train on its narrow-gage Silverton-Durango line, 45 miles. Who knows of others?

REFERRING to item 14, Dec. '58, F. E. Gillespie, 1813 Kenneth St., Modesto, Calif., says that in his travels he found living quarters above the ground floor of the St. Louis Union Station.

W. H. SLEIGHTHOLM, (CPR conductor), 455 19th St., North, Lethbridge, Alta., Canada, would like a copy of the old poem about a hillbilly, a razorback hog and a very sharp claims agent, Mr. H.P.P. from Tennessee.

A REQUEST from R. G. Cornelius, retired New York Central towerman, Rhineback, N. Y., asks if any named train other than the Central's *Empire State Express* has been operating continuously since 1892.

R. F. SOMMERS, 434 Rosehill Place, Elizabeth, N. J., believes his house is located on the spot where Matthias Baldwin was born. Does any reader know about the pioneer locomotive builder's early life in Elizabeth before he moved to Philadelphia.

EUGENE PERET, R.D. 2, Omego, N.Y., would like full-length pictures of the following steam locomotives: UP Big Boys, D&H 1500 class and New York Central 3000 class. He fired on the latter two types during World War II.

SEVERAL readers have answered Steve Kalthoff's question as to which road had the longest freight even run in the U.S.A. One of them saw a DL&W train westbound at Dover, N. J., after the last big railroad strike, with hundreds of empty steel hopper cars and groups of steam engines, pushing and pulling, bound back to the Pennsylvania coal mines.

Others have seen long freights on the Duluth, Missabe & Iron Range, the Chicago, Great Western and the Virginian. (Referring to the Virginian, see item 22, page 38, this issue.)

Crossing tenders, past and present: Man in modern Delaware & Hudson crossing shanty at Chooes, N. Y., adjusts a General Electric closed-circuit television monitor which gives him a mirror-sharp picture of switching operations on industrial spur track a half-mile away. When engines are ready to enter main line he makes sure track is clear and lowers crossing gates.

Where in America today can you see such a plume? This one billowed majestically from the stack of Norfolk & Western's No. 1653, wheeling a coal drag over Virginia's Blue Ridge Mountains a few months ago.
O. Winston Link, 58 East 34th St., New York City

Steve Maguire's
TRANSIT TOPICS

Juicefan gets upshot at old red streetcar, alongside Chicago's last car barn, as city's final trolley line passes out.
Ted Malott, 2623 N. Hampden Court, Chicago

FULL SPEED AHEAD. A $250,000 co-operative research and development program to step up progress of the high-speed era in urban transportation heralded by Chicago's new Congress rapid transit line is being organized by the Chicago Transit Authority. This is America's first significant project to combine rail rapid transit with a grade-separated, multi-lane expressway.

Steve Maguire

The program aims at the development and testing of lightweight rapid-transit trucks, gear drives, axles, and auxiliary braking. Among the results expected are speeds upward of 75 miles per hour, a longer period of acceleration at the fast rate of 3½ miles per hour per second, and enhanced passenger comfort and safety.

Five of the 100 rapid-transit cars now being built for CTA by St. Louis Car Co. are to be equipped with the products of this research and development program. These five cars, each a double-ender, will be test-operated as a train in the West Side Subway service, beginning this spring or summer.

ROWDYISM did occur on the old Junction City & Manhattan trolleys in Kansas, as stated in our article, "The Life of Riley" (Feb. '59), but it wasn't mainly because of liquor that military guards were assigned to the cars. The real reason is recalled by James A. Latham, La Harpe, Kansas, who was a motorman for United Traction System.

"In those days," he writes, "the Kansas prohibition act of 1886 held sway as well as a Federal law against serving liquor in Army camps. But the trouble aboard the cars concerned mostly the fact that the sale of cigarettes was legal at Fort Riley but was illegal elsewhere in Kansas. Guards were posted to stop soldiers from taking cigarettes off the military reservation. State police and MP's jointly staged raids, searching the passengers for contraband smokes. Those caught were given nine months in the brig or on county chain-gangs, depending upon whether they were soldiers or civilians. These stiff terms curbed the bootlegging of cigarettes."

Al Moorman, Milliken, Colo., who often rode the JC&M trolleys when he lived at Manhattan, Kan., reports that some of the old traction men there are still active. Among them are Joseph T. West and his brother Will, whose family financed the Manhattan City & Interurban; "Happy" Parker, ex-motorman, now under-sheriff, and Bert Ray, another ex-motorman, now driving a bus.

Al tells us that when World War I came, the MC&I bought four heavy interurban cars, Nos. 903-906, from the Alton & Jerseyville in Illinois. UTS, which took over in 1923, had a large variety of cars, none alike except for the 900 series. No. 5 was bought from the Iola (Kan.) Electric Railway and nicknamed "Barnum & Bailey" because of its circus-like red and yellow coloring.

"The ex-Topeka car," he says, "was a single-truck city car, not an interurban. The UTS painted each car a different color scheme until C. L. Brown, president, chose the combination of tangerine, cream and gray, after which all cars were so painted."

A SITUATION similar to that at Ft. Riley prevailed on the Plattsburg Traction Co. in New York State, according to Felix E. Reifschneider, Box 88, Fairton, N. J., who ran trolleys there for several years. The nearby Army camp, with its Civilian Military Training Corps (later ROTC), brought a rush of passenger business for the PTC on pay days and for two or three days thereafter. Then the monthly traffic boom would dwindle, except for a slight rise in mid-month when a few trainees received their pay.

Guards were posted on the Plattsburg open trolleys, not to check rowdyism but to keep soldiers from standing on the running boards. Several riders had been injured that way by brushing against passing automobiles. When all car seats were filled, late-comers were crowded in between the seats.

GOOD NEWS. The Chicago, Aurora & Elgin has reversed its stand of two years ago, when the company wanted to abandon its entire line, writes Greg Heier, president of the Glenbard Society of *Ferroequinologists,* Glenbard High School, Glen Ellyn, Ill., located on the CA&E line.

Greg says the CA&E may retain freight service as profitable and possibly even passenger service can be made to pay for itself. This latest shift in company policy comes through the efforts of a new chairman of the Board, Roy C. Blackwell, and Lambert O'Malley, president of the company, who took over after a fight for control.

The line has been kept in good condition and several cars have been reconditioned. There may be a trial resumption of service when and if linkage of the main line with the Chicago Transit Authority is completed. Congress Street Expressway work ripped up several miles of CA&E track.

The former Niles parlor coach, No. 209, that used to be the *Carolyn,* is being scrapped. It was the only parlor car the line ever owned and was later converted into a passenger car.

Contrary to our statement that the CA&E has little freight service, Rodger Darling, 1902 S. 17th Ave., Maywood, Ill., says it hauls a lot of freight.

In talking with a company official,

Mr. Darling learned that the line is planning to rebuild its track to the Forest Park loop of CTA, where passengers can ride downtown in only 22 minutes on the new Congress rapid transit line.

Last October 26 saw the first fantrip over the CA&E in several years. The Central Electric Railfans Association scheduled an excursion over the entire system. Despite poor weather, there were so many patrons that a fourth car had to be added to the three-car special.

IT'S GETTING harder and harder to find standard non-PCC trolleys in regular operation. Latest city to go all-PCC is Los Angeles. According to Don Shelburne, 3058 E. Florence Ave., Huntington Park, Calif., that city saw the final run of an H4 type car in the dark early morning of last September 13. The old 1400 series were scrapped or dumped into the ocean.

Several such cars were lowered recently to the sandy bottom of the Pacific off Redondo Beach, Calif., to provide a sheltered breeding spot for fish. This program is designed to encourage fish migration to the formerly barren stretches of ocean floor which have no natural shelter for marine life. (*See Along the Iron Pike.*)

Don tells us also that the remnants of the once-great Pacific Electric system are dwindling still further. Probably before you read these words, the Metropolitan Transit Authority will have substituted buses for the San Pedro trains out of Main Street, Los Angeles.

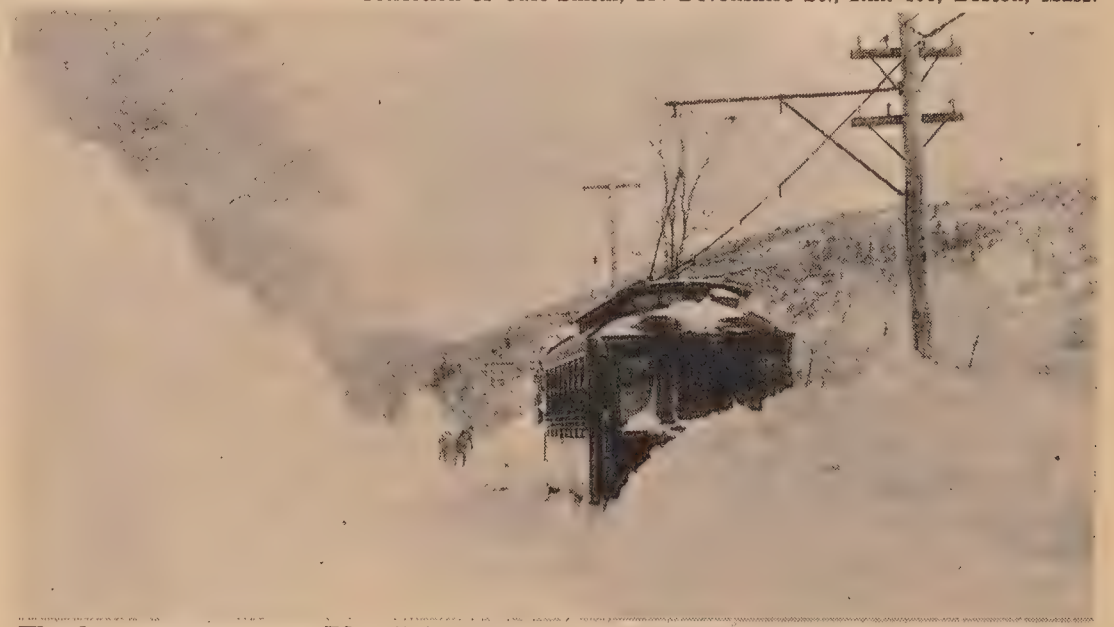
EXCEPT for New Orleans Public Service, which still runs them on two routes, and a very few in operating trolley museums, the last of the non-PCC trolleys may soon be junked. We learn from James Santos, Jr., 24 Oakland St., Cambridge, Mass., that the Metropolitan Transit Authority of Boston has abandoned its lines linking Watertown and Waverly with North Cambridge, supplanting several of its old Type 5 cars with trolley-buses.

TEXAS news comes from Charles M. Mizell, Jr., 6623 Santa Fe Ave., Dallas. As you know, Dallas gave up its trolley lines in 1956. It has just sold eight of its 25 stored PCC's to the Boston MTA, which is using them to replace Type 5 cars. The PCC's are double-ended, which was the sole reason for retaining the Type 5's in Boston

Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

Fans dig mud out of track on long-unused Oakhurst shuttle line of Johnstown (Pa.) Traction Company to clear the way for car No. 350 which they hired for a fantrip.

Collection of Carl Smith, 185 Devonshire St., Rm. 406, Boston, Mass.



The last car to run on Blue Hill Street Railway at Canton, Mass., was blocked by heavy snow piled in front and back of it, March, 1920. She's a four-wheeler.

Alfred Forstall, 231 N. George Mason Dr., Arlington, Va.

Old Capital Transit car No. 303, chartered for a fantrip, inbound from Mt. Rainier, Maryland, has left behind the trailer, No. 1512, that usually accompanies her.

West Side extension and new line garage of Cleveland Transit System, looking eastward from Treskett Road.
Bill Vigrass, 144 Cohasset Ave., Lakewood, O.

Stephen D. Maguire

Gone but not forgotten. Los Angeles car 1425, Class H, on S line in 1957. This old equipment has since vanished from the city streets.

service for so long. Dallas still has 17 PCC's in mothballs. Do you know anybody who wants to buy one?

THE ONLY streetcar line left in U.S.A. with standard cars in regular service, other than those mentioned, is the Johnstown (Pa.) Traction Co. According to Allen Miller, 822 Iron St., Johnstown, a former JTC employe, this company has received permission to "supplement existing street railway operations with trolley coaches to provide more convenient service to the public" in the smallest city of North America with a trolley system.

The future is dim for Johnstown trolleys. Desiring to make its downtown streets one-way, the city pressured JTC into giving up trolleys so this could be accomplished. Almost all JTC tracks are in state highways. The Pennsylvania Public Utilities Commission insisted that rail be removed as a condition to permanent abandonment. But in an apparent effort to allow trackless vehicles to be used without putting JTC to the high expense of tearing up its rails from the street, the Commission is now granting this favor to JTC.

Probably the last old-type equipment to run on JTC will be No. 311, an ex-Bangor 8-wheel Birney that has been spared from the scrap pile because of the many demands for its use on fantrips. This is the only instance we know of where a company kept an old car solely for fantrips. The JTC is smart in saving this car. It is an attraction for visiting fans, being the last double-truck Birney operation on a traction line anywhere in North America!

ARGENTINE cities of Cordoba and Rosario have plenty of trolleys still running, reports Arnold I. Reid, a Buenos Aires railfan. Cordoba's 16 streetcar routes are served by single-truck cars painted cream color. Most of the cars look old, but a few modernized.

Rosario operates 25 routes, with cars painted yellowish-cream. There are both single- and double-truck cars and many appear to have been modernized.

GLASTONBURY freight service—over rail formerly operated by the Connecticut Company and now dieselized—quit last September 5th, writes Roger Borrup, Warehouse Point, Conn. The rail and switches no longer used have been bought by the Connecticut Electric Railway museum at Warehouse Point for a nominal sum and will be used to expand the line to the east. Service in East Hartford will continue to connect the United Aircraft plant with the New Haven Railroad.

PLANS for a rapid transit line along Georgia Avenue, N.W., and Seventh Street, S.W., in Washington, D. C., that would provide a fast ride from Silver Spring, are suggested by O. Roy Chalk, president of the D. C. Transit System, after two years' study of traffic. This news comes from H. H. Diers, 4722 Chesapeake St., N.W., Washington.

Mr. Chalk envisions two-car trains running along separated track in the streets, with red traffic lights electronically-controlled to give them right-of-way over crossing traffic.

The D. C. Commissioners will consider this plan, but as of now they insist that the transit company get all trolleys off the streets by 1964. ●

New Electric Publications

STREET RAILWAYS OF TORONTO, 1861-1921, an accurate history, is the result of contacts that the author, Louis H. Pursley, has had with the company as an employee for many years and as the son of an employe.

This 156-page, well-illustrated book puts emphasis on the various types of cars from horsecar days to the halycon 1920's. Mr. Pursley rescued and utilized old company records when they were about to be destroyed. Published as No. 25 of the Interurbans Special series of Ira Swett, 1416 S. Westmoreland Ave., Los Angeles 5, Calif., copies may be had at $3 each.

THE BLUE HILL STREET RAILWAY, by O. R. Cummings, is an interesting and easily-read story of a 15-mile line built from Stoughton, Mass., to the Mattapan area in southwestern Boston in 1899.

Its 28 pages show some rare and hitherto unpublished trolley photographs from the Carl L. Smith collection. Copies of this brochure may be had from the Electric Railway Historical Society, 7625 W. Gregory St., Chicago 31, Ill., at $1.25.

Other new titles of ERHS include reproductions of rare old traction publications, brought up to 8½x11-inch size. These include selections from various 1924 issues of BRILL MAGAZINE, with feature stories on the Chicago, Cleveland, Philadelphia, and Public Service (N.J.) trolley lines, 40 pgs., $1.75; 1912 Convention issue of ELECTRIC RAILWAY JOURNAL, a detailed study of Chicago city and interurban lines, 40 pgs., $1.75; the 1910 catalog of NILES CAR & MFG. CO., with details and diagrams, 44 pages, $2; and 1914 Niles catalog, 16 pages, $1.

BAY STATE STREET RAILWAY'S 4100-4300 CLASS SEMI-CONVERTIBLE CARS is the subject of August '58 issue of TRANSPORTATION BULLETIN, the Conn. Valley NRHS publication. Its 8 pages include a roster with photos. They later became Eastern Mass. St. Ry. equipment. Copies can be had from Roger Borrup, Warehouse Point, Conn., at 25 cents.

THE TROLLEY MUSEUM is the title of the newest edition of the catalog of cars of Seashore Electric Railway, Kennebunkport, Me. Its 38 pages illustrate and give data on all equipment in the museum. Copies, $1 each, sent to SE Ry.

A pictorial story of the tramway lines of Sydney, N.S.W., Australia, is contained in DESTINATION CIRCULAR QUAY. Its 40 pages, 6x8 inches, contain a short history of the lines and a detailed, complete, illustrated, all-time roster. Copies can be had from Traction Publications, 61 Ivanhoe Grove, Chadstone, S.E. 10, Victoria, Australia. Price is 3 shillings in international money order or equivalent in U.S. cash.

TRAMWAYS OF FRANCE, a photographic compilation of views of some French lines, has been gathered by Gene D. Gordon, a U.S. fan who spent 3 years in France after the last war. Its 16 pages, 5x8 inches, contain a short story on the Paris tramway system, plus photos. Copies can be had from Felix E. Reifschneider, P.O. Box 88, Fairton, N. J. 50 cents each. ●

Electric Lines Index

DURING the 15 years since we began handling the section now known as *Transit Topics* this magazine has run many illustrated features dealing with trolleys, interurbans, and electric transit. For the benefit of fans who wish to consult this material we are itemizing the titles, subjects, and dates of publication.

(Many old issues of *Railroad* are out of print, but you can still get even the oldest ones from such men as Arnold Joseph, Grahahe Hardy, Owen Davies, and others you'll find in the *Switch List.*)

Abilene Street Railway	Aug. '50
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All-Electric Streetcar (PCC)	Feb. '46
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Canadian Streetcars (Listing) ..... Oct. '52
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And here are the trolley and interurban articles published in *Railroad Magazine* prior to 1942:

A Thousand Miles by Trolley ..... Dec. '37
Angel's Flight Railway ..... Nov. '41
Christmas Trolleys ..... Jan. '40
Dismantling 9th Avenue El ..... March '41
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Subways and Els of World ..... Feb. '38
Tampa Electric Railway ..... July '40
Thousand Miles by Trolley ..... Dec. '57
Toonerville Trolley ..... Feb. '38
Trolley Freight (Hershey) ..... Nov. '41
West Jersey & Seashore Wreck ..... Dec. '36

Stephen D. Maguire

Connecticut Company's old No. 2023, shown on the since-dieselized Glastonbury freight run, is now an electric trolley at the Warehouse Point (Conn.) Museum.

General Electric associated with Alco in building juice locomotives, such as this freight-hauler with 11,000-volt motor generator.
General Electric Company

NEW HAVEN ELECTRICS

by Sy Reich

ALMOST half a century ago, when electrification extensions of the New York, New Haven & Hartford were approaching New Haven, Conn., the railroad officials realized they would have to build more locomotives to handle freight and passengers. And so between 1910 and 1912 Baldwin-Westinghouse turned out a series of four experimental electric locomotives of different designs for them, the first two being 070 and 071.

The 070 was a 2-4-0x0-4-2 siderod locomotive, almost a duplicate of the Pennsy's famous DD-1 class. This type had a 1600 hp motor built into the body of each unit connected to the drivers with a jackshaft and siderods. It was equipped to operate on AC or DC in passenger service, but later the boiler and DC equipment were removed and it hauled freight only.

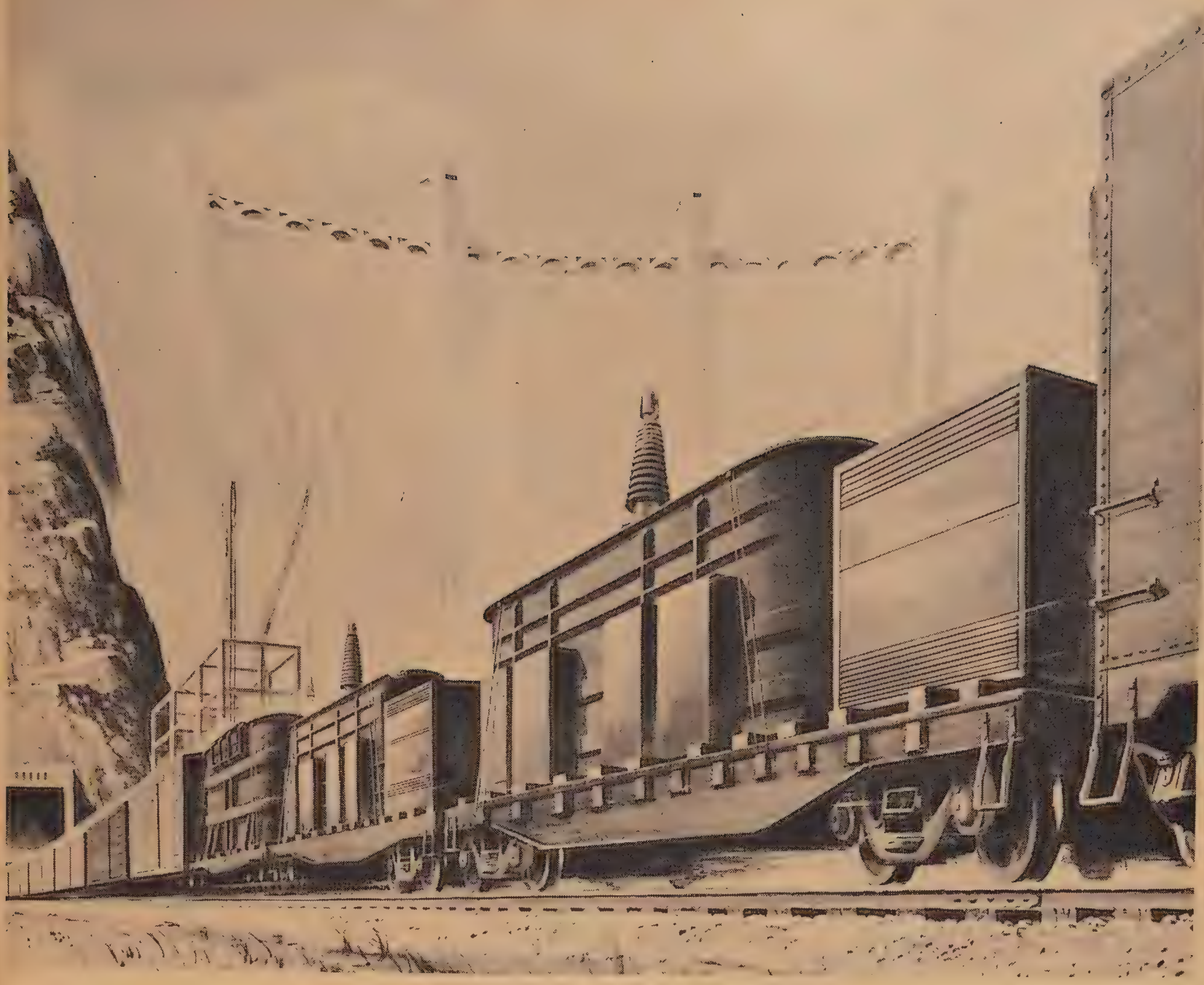
The 071 was a geared quill locomotive of 1-B+B-1 design. This introduced articulation to the New Haven design. In an articulated locomotive, the driver frames are joined at their inner-most point with a swivel joint. The jointing allows them to revolve independently about their kingpins (point at which they're connected to the body) so that they can round sharp curves. It also allows one set of drivers to steer the other set.

But the main advantage of articulation in juice locomotives is that the pulling force is transmitted through the truck structure and not through the kingpins and main frame structure. This allows the main frame and cab to be of somewhat lighter construction.

Neither experimental 070 or 071 was successful. The 070's center of gravity was too high for the curved New Haven right-of-way while No. 071 proved too heavy for the service it was designed for. Later, 071 was transferred to the Hoosiac Tunnel.

Baldwin-Westinghouse built two more experimental jobs, 069 and 072. The 069, or Colonial type, was unusual-looking, with a 1-A+B+A-1 wheel arrangement. Its frame had a substantial steel channel design which almost hid the drivers and to which were rigidly fastened the center two of the four driving axles. The outer two driving axles were pivoted in such a manner that, although they could not turn, they could move from side to side parallel to the fixed axles. This permitted operation around the New Haven's many sharp curves. Pilot trucks, pivoted on the outer two driving-axle suspensions, guided the locomotive around curves. A 400 hp AC-DC motor was connected to each of the driving axles by means of geared quill-drive. The 072 was similar mechanically to 071 but was somewhat lighter.

Of these two, it was found that 072 had the best mechanical design, 069 the best electrical design and motors. These experiments resulted in the building of locomotives 073 through 0111, all of which had 1-B+B-1 wheel arrangements, box cab, and double-end design, and were equipped to operate in multiple. Nos. 073 through 075 were built for passenger service, with steam heat equipment, and for AC-DC operation. The rest were intended for freight service and were equipped for AC operation only, since New Haven



America's electric power program surges ahead on rails of steel

Another example of how railroad progress goes hand in hand with U. S. progress

The growing demand for electricity — electric power for homes, industry, national defense — requires vast new power projects in every section of the country.

And essential to the building of these tremendous installations are America's progressive railroads. They haul everything from heavy construction materials, huge generators and transformers to the most delicate wiring, switches and tubes. They move millions of tons of coal to generating stations. No other form of transportation can carry such massive amounts of material with the efficiency and economy of the railroads.

In fact, the railroads are absolutely essential to our economic growth and national defense. The country couldn't do without them. That's why the railroads should be allowed equality of treatment and opportunity with their competitors.

RAILROAD PROGRESS: *Modern, efficient snow-removal equipment keeps the railroads going strong when other forms of transportation are slowed to a halt.*

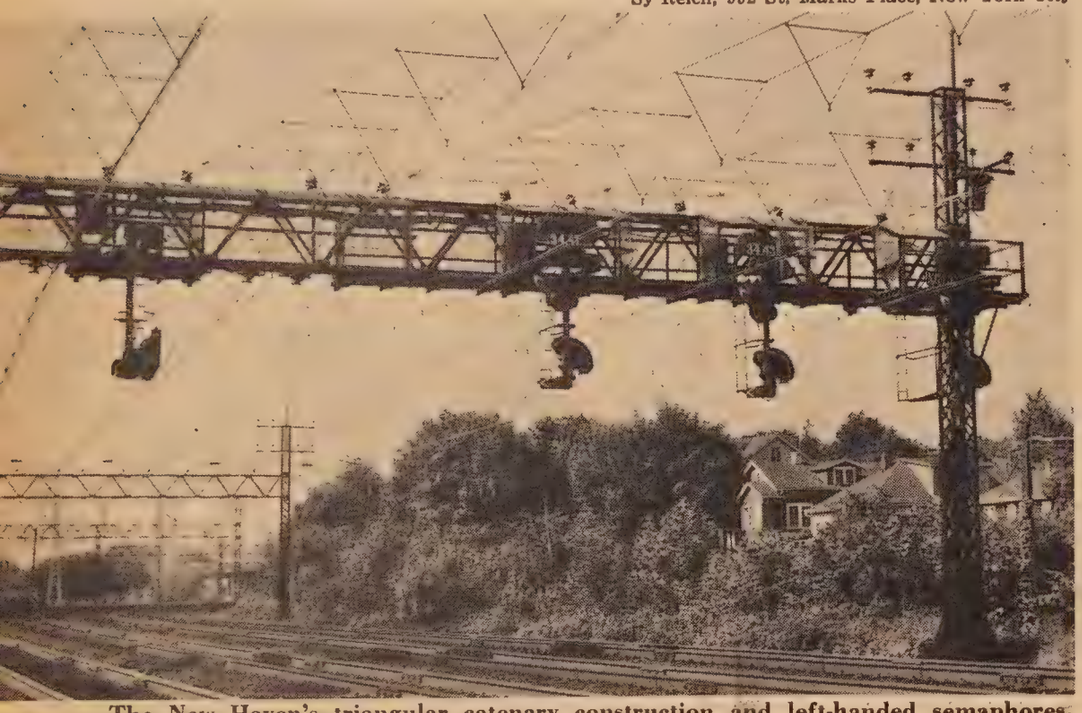
AMERICA MOVES AHEAD WITH THE RAILROADS

Association of American Railroads, Washington, D. C.

ESSENTIAL TO THE NATION'S ECONOMY

Eight-wheeled engine, built by Alco and GE, had 11,000-volt motor generator.
General Electric Company

Sy Reich, 992 St. Marks Place, New York City



The New Haven's triangular catenary construction and left-handed semaphores.

Photo by the author

One of the now-scrapped EF-1's is pictured between runs at New Haven, Conn.

freight trains do not enter the New York Central's 600-volt DC territory. This latter class of engine was wheeling heavy fast freight until the end of 1957.

While electrification was pushing toward the City of New Haven, many yards and sidings were being electrified. In order to handle yard and way-freight operations, a switcher design was evolved from these experiments. It, too, had a box-cab and a geared quill-drive arrangement and was articulated. Since it operated only in yards, it did not need a pilot truck, so it had only a B+B wheel arrangement. Too, since it ran only in New Haven Railroad territory, it was equipped for AC only.

Fifteen such locomotives were built, 0200 through 0214. After some experience with the double-ended box-cab arrangement, the New Haven's mechanical department designed a switcher with a center cab, from which the engineer would have good visibility in both directions and which would eliminate the need for changing ends. Thus, 0215 was built with this pioneer center-cab design, comparable to the steeple-cab electrics used in the then-extensive trolley freight service.

Later, the road acquired six more locomotives of this type from Baldwin-WH, numbered 0218-0223. It also inherited a locomotive of similar design from its subsidiary, the New York, Westchester & Boston, when that road went out of business, and numbered it 0224.

At about the time that the Hell Gate Bridge route into Penn Station was opening, the New Haven Railroad decided it needed more electric passenger power, specifically locomotives of much greater capacity than the EP-1's. Since 1906, when the first of these 1-B+B-1's were put in passenger service, passenger-car design had made big strides. Steel cars had replaced wooden ones while larger, heavier Pullmans and coaches had supplanted the older, lighter rolling stock. Trains were longer, too. Although EP-1's handled the operations easily when run in multiple (a credit to the designers' foresight), heavier and more powerful locomotives were needed.

In line with the earlier experiments, a locomotive of 1-C+1-C-1 wheel arrangement was designed with the original box-cab idea, improved articulation, and the reliable geared quill-drive. Basically, it was the same as the 073 except for more of it. This design proved very successful and was expanded into a class of some 27 engines. As we go

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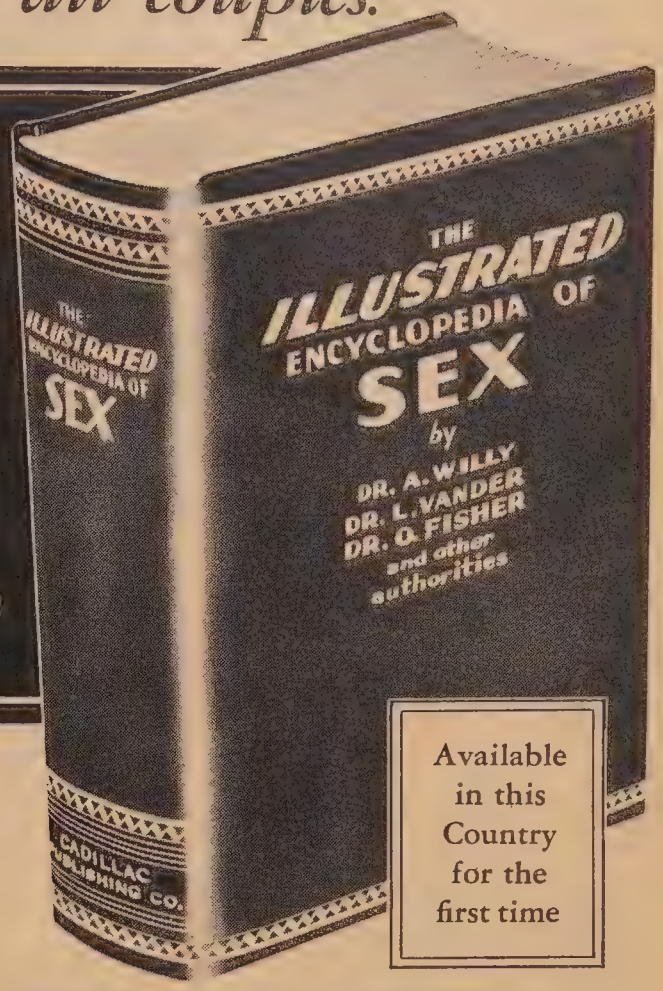

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to press, the only one of its class still in service is likely to be retired soon.

In 1916 the General Electric Company finally broke into the tight Westinghouse monopoly of New Haven locomotive construction by building a 4-4-0x0-4-4 locomotive of geared quill siderod design, known as the Bull Moose and numbered 068. A geared quill on this locomotive operates a shaft connected not directly to the axles but through siderods.

This design had an advantage over the 070 in that its motors were mounted lower, giving the locomotive a lower center of gravity. The Bull Moose, equipped for AC freight-only operation, did not live up to its engineers' expectation and was scrapped after several years of local service out of Stamford.

During this entire period, Westinghouse Electric Company, the champion of AC, and its ally, Baldwin Locomotive Works, had built all of the New Haven's fleet of standard electric locomotives. General Electric, which still preferred DC, eventually persuaded the new Haven to allow it to build a series of freight and switching locomotives. GE proposed to combine the advantages of DC traction motors and high-voltage AC transmission. In partnership with the American Locomotive Company they produced five freight locomotives and two switchers. These 1-B+B-1 freights and B+B switchers had the same basic cab design and wheel arrangement as their predecessors built by the rival B-WH. However, replacing the AC motors and geared quill arrangement, General Electric substituted standard DC traction motors directly connected to the driving axles through ordinary spur gears, just as in trolley cars and the now universal diesel-electric.

In order to convert the 11,000 volt AC overhead current into low voltage DC for traction motors, General Electric placed a motor-generator or MG set in the locomotive body. This consisted of a large AC motor connected directly with a variable field DC generator producing 2300 volts DC for the traction motors. The designers claimed this to be the ideal combination: high-voltage AC transmission and low-voltage DC motors.

These units operated successfully on heavy drag freights. However, the maintenance on the additional rotating equipment (AC motor plus DC generator) more than offset any advantages gained. All but two of that type locomotive have been scrapped. Those two, which are now stationary, are used to convert 11,000 volts AC into 600 volts DC for a test third-rail at the New Haven's Van Nest electric shops.

WHEN, in 1931, traffic demands required the building of ten more electric motors, GE broke with tradition and built 2-C+C-2 electric box-cab locomotives. Although these units followed in the same general box-cab arrangement as the Baldwin-WH products, GE introduced the 2-C+C-2 wheel arrangement to the New Haven, which is regarded as the most effective electric wheel arrangement. These locomotives followed shortly after the Cleveland Terminal DC electrics of the same wheel arrangement. They are still in service.

When the Pennsy was designing the GG-1's, the New Haven shipped one of its EP-3's to Wilmington, Dela., where the Pennsy tested it thoroughly. The GG-1 follows closely the EP-3's electrical and mechanical design. It seems that the GG-1's are little more than EP-3's with Raymond Lowey steamlined cabs.

In the age of streamlining, when the *Zephyrs,* Electro-Motive road passenger diesels, and GG-1's came into prominence, the New Haven Railroad was not to be left out. GE delivered six streamlined 2-C+C-2 of the same general design as the EP-3's. The streamlining used on this class, unlike the GG-1's, resembled the then new diesel-electrics. This same streamlining was duplicated on the wartime AC-only EF-3 freight engines built by both GE and Baldwin-WH.

The five Baldwin-Westinghouse locomotives operated into Penn Station over the Hell Gate Bridge. But, because they were not equipped with third-rail DC equipment, they never were used into Grand Central Terminal. All of these streamlined freight and passenger locomotives are still in service.

In 1955, well into the great age of dieselization, the New Haven pulled one out of its hat, ordering ten new ignatron electric locomotives from GE. These units were an offshoot of the MG locomotives that GE produced for the New Haven three decades before in that they combined the advantages of high-voltage AC dsitribution and low-voltage standardized DC traction motors. In place of the cumbersome and troublesome motor generator set, General Electric substituted an electronic device called an ignatron rectifier tube, which changed high-voltage AC to low-voltage DC without the aid of mechanical rotation or other moving parts.

This simple device was a descendant of another electronic rectifier, a mercury arc rectifier, which was tested in a Pennsylvania Railroad MU car converted to a locomotive and run for a year on the New Haven Railroad in 1914. Although this New Haven experiment was a failure, the same basic principle is being used now in the successful ignatron locomotives and "washboard" MU cars.

The locomotives described handled the main-line through trains well, but a type of equipment was desired that could handle the local suburban, commuter and branch-line operations. This equipment would need high rates of acceleration and deceleration plus a large seating capacity for rush-hour crowds. Such equipment, commonly called multiple-unit cars, or MU's, was a direct descendant of the trolley car and the subway train.

These cars consisted, essentially, of a standard passenger coach car body, trucks with motors, pantographs, and third rail shoes for the collection of electric current, and auxiliary control apparatus. These cars were designed to train together allowing one motorman to control many motor cars.

Not all the cars of an MU train are motors. There are trailers, which contain no motor or control apparatus but have jumpers to allow the electrical connections to pass through them so that motor cars can be operated on each side of them. These trailers are generally coupled in a two-to-one ratio, with the motors and had control handles located in their vestibules to allow them to be used at the head end of the train. Thus, they are called control trailers.

New Haven main-line MU's can be divided roughtly into four classifications: open-end cars, railroad-roof cars, arch-roof cars, and stainless-steel cars (referred to as washboards because of their fluted construction).

All were equipped to operate both on AC from the overhead and DC from third-rail, except for four cars operated on AC only and were used on the Harlem River branch between the river and New Rochelle where there was no DC third-rail. Later, when the service was abandoned, DC equipment and third-rail shoes were installed on these cars and they are now in the regular MU pool. The newer stainless-steel cars are equipped with ignatron rectifiers and DC traction motors.

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Number 375, a modern ignatron electric locomotive on the New Haven Railroad.

In 1907, the year the New Haven finished its electrifying to Stamford, it started operating a continuous juice route between that city and Grand Central Terminal. Third-rail operation at 600 volts DC was used over the New York Central lines.

At Woodlawn, where the New Haven branches off from the Central, 11,000-volt AC overhead wire begins and third-rail ends. Here trains change from DC to AC while running at 40 or more miles per hour. This change involves:

(1) When a train is entirely off the third-rail-equipped track, the motorman flips a switch in the cab of his electric locomotive or MU train, causing the third-rail shoes to retract and fold up against the trucks.

(2) Another switch reconnects the control circuits and auxiliary equipment from DC to AC circuits.

(3) A third switch raises the pantographs to contact the 11,000-volt wire. The train then takes power and continues under the New Haven's catenary.

These operations, performed at high speed, are interlocked to assure that they are done in the correct sequence. They bring about the right action on every unit of a 10- or 12-car MU train or on all units of an MUed locmotive.

In 1907, when EP-1's were powering through trains between Grand Central and Stamford, engines were changed at Stamford so that steam hauled the trains the rest of the way to New Haven, Springfield, and Boston. With the establishment of electric suburban and commuter runs, MU trains hauled them between Grand Central and Stamford. Some runs terminated at New Rochelle or Port Chester.

Later, when the Harlem Line was electrified, a few through trains originating at Harlem River operated with EP-1's to Stamford. MU's handled local service between New Rochelle and Harlem River and on the Canaan branch. As the wiring pushed forward, juice locomotives conveyed passengers as far as New Haven, with freights continuing to the Cedar Hill Yards. A few MU's handled local and commuter trains east of Stamford, but Stamford remained the MU's main easterly terminal.

With the opening of Hell Gate Bridge, the Bay Ridge Line of the Long Island Rail Road was electrified (11,000 volts overhead) and soon New Haven freight trains were operating down to Bay Ridge, Brooklyn. It was interesting to see the Long Island's 600-volt MP-41 cars (Gibbs MU equipment built in 1904) highballing alongside the New Haven's giant freighters on part of this line.

At the time freight tracks went into service over Hell Gate Bridge, passenger tracks into Penn Station were opened to allow trains to run between New England and the South and West. New Haven juice locos which wheeled trains into Penn Station were uncoupled there and replaced with GG-1's.

The advantages of electrification are obvious. What about its disadvantages? For one thing, it requires huge initial sums for catenary towers, wire, and power plants, and the cost of maintenance and renewal also run high. The operation of through trains between New York, Boston, Springfield, and Pittsfield calls for a change of engines at either New Haven or Danbury. Thus, many more locomotives are needed than if only one type of motive power were used. Then, too, switching at the division point is a luxury because of wages paid to switchmen, towermen, pin-pullers, conductors, and other workers.

All of these costs are magnified when the total electrification is relatively small, unlike that on the Pennsy and the Milwaukee Road. What, then, is the answer? Our next article will tell what happened when the New Haven took up diesel power. Meanwhile, juice locomotives and MU cars are still plying the New Haven's electrified region. How long they will continue to do so is problematical. ●

WRECKING BOSS'S WIFE

(Continued from page 21)

the garage. The "few minutes" stretched into hours. At noon the telephone rang.

"I'm here at the Junction," he said over the wire, "with four men waiting to take us out on a small job close by. Should be back late this afternoon."

"Uh-oh," I thought. "Another new suit gone!"

I called the yards at three o'clock.

"The wrecker was ordered out," I was told, "without the cook car."

I groaned. Without the cook car! Why, taking that car along on a job was supposed to be an unbreakable rule. How could men work on an empty stomach? Bill had already missed breakfast and lunch and it would soon be time for a third meal. Something must be done about it.

Hurrying over to the nearest hot-dog stand, I bought them out, knowing that even this amount of food wouldn't be too much for a hungry wrecking crew. I found the crew about dark, and did they eat!

Bill said, between bites: "When you get home, honey, buy the biggest steak you can get. We expect a drag freight to pick us up by seven or eight. Figure on eating around nine."

I bought the steak, cooked it with some vegetables, and waited. Nine o'clock came and went. Ten, eleven, twelve. Still no husband. Finally, at three a.m. the phone rang.

"I'm home, honey. Come down to the yards and pick me up."

Life with Bill is like that. You never know what is coming next. He's retired now but still manages to keep busy—around our home. Next July he'll be eighty-three. Some of you may remember reading his life story in the June, 1942, issue of *Railroad Magazine*.

For anyone who feels like writing my husband a card or letter the address is 1305 G Street, Rio Linda, California. He'll be glad to hear from you. We have had some great times together, Bill Brunner and the wrecking boss's wife. ●

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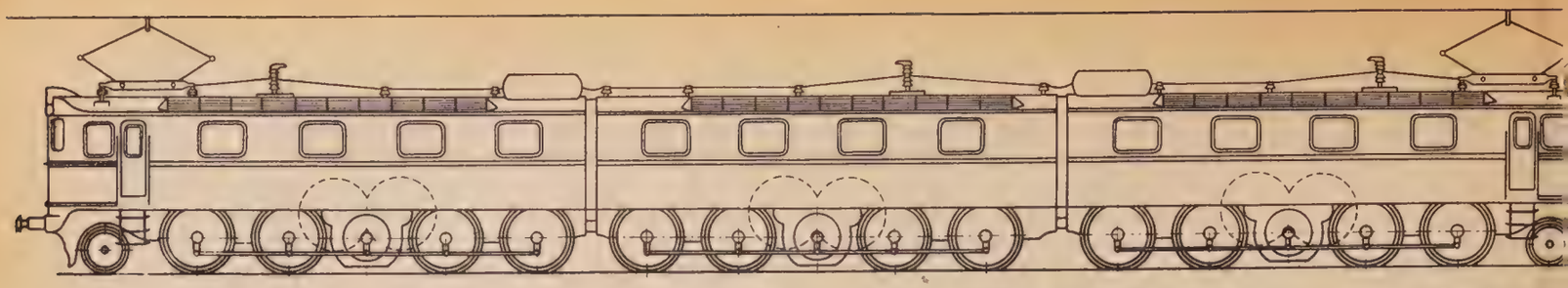

Powerful new electric locomotives of this type are being built for the Swedish State Railways' iron-ore run in the Arctic.
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RAIL NEWS FROM OVERSEAS

SWEDISH STATE RAILWAYS have ordered some powerful new locomotives from the General Swedish Electric Company, in Vasteras to increase the capacity of the electrified "Iron Ore Railway" that runs between the mines at Kiruna in Arctic Sweden and the port of Narvik, Norway.

Each locomotive has three tractive units. Its effective 8,600 hp can be raised temporarily to 11,500 hp for steep gradients. Maximum tractive power at starting is 75 tons. Length, 115 feet; weight, 270 tons.

This is a new development of Sweden's Dm engines, which have been operating since 1953 as the most powerful in Europe. The extra power is attained by inserting a third tractive unit between the two identical halves of the DM engine, thus boosting the tractive effort 50 percent, from a load of 3,100 to over 4,500 tons. There are 28 wheels, including 24 driving wheels.

Present capacity of the Kiruna-Narvic line, 13 million tons of ore a year, will be raised to 15-to--20 million tons by the new locomotives and improved ore cars. Such capacity is unique, especially considering the Arctic climate. Before the line was electrified in 1915, capacity was only 4 million tons. ●

SPAIN'S nationalized railroads still have 3,392 steam locomotives in service, 2,693 of which are more than 25 years old. The government is engaged in a program designed to replace all of them with electric and diesel power by 1968. Spain is largely a railroad nation, with only 185,000 automobiles in the entire country. ●

NEW developments in Russian locomotives were described in a paper read at a recent meeting of The American Society of Mechanical Engineers:

"The USSR is reported to have prepared designs for two gas-turbine type locomotives, one of 6500 hp, the other 7500 hp. The former would use two 7000-rpm gas turbines with electric-drive transmission. The 7500-hp locomotive would use two 3750-hp 8500-rpm turbines. Both types would be two-unit, six-axle locomotives.

"The Soviets also have been studying locomotive designs for the use of free-piston engines.

"It is reported that the Russians have accumulated a total of 1,500,000 miles of operation on a number of producer-gas locomotives. The producer-gas unit is located in the center of a three-unit locomotive. Anthracite coal is burned to produce the gas. The output of the gas-producer is augmented by diesel fuel for starting. The engines are turbo-supercharged diesels." ●

JUNGLE ROAD. Few railways surpass in engineering interest the Darjeeling-Himalaya line which scales the mountains of northern India. The D-H climbs 7,100 feet in 52 miles to the lofty elevation of 7,500 feet above sea level, winding around a succession of curves, loops, spirals, seesaws, and zigzags. Grades up to one foot in 28 are not uncommon, while some of the many curves have a 50-foot radius.

All D-H equipment is built to order. When the road was opened in 1879 its first locomotives weighed eight tons apiece and could haul a revenue load of ten tons up the steepest grades and around the sharpest curves. Today's D-H locos weigh 14 tons and can handle a 50-ton load.

On one trip an engineer turned a curve to see a herd of wild elephants on the track. He tooted his whistle in hopes of scaring them away, but an old warrior planted his feet between the rails and trumpeted loudly. The hogger took no chances. Reversing his engine, he backed down the grade, leaving the pachyderms in possession of the road. A two-foot-gage locomotive is no match for a bull elephant. However, in Canada a standard-gage Grand Trunk engine killed Barnum & Bailey's Jumbo, reputedly the world's biggest elephant, on Sept. 15, 1885. ●

SEAGULL named Yardmaster, pictured in our last issue, reminds Joseph Fox of a wandering pigeon named Prunella. Says Joe (Monomark BM/EXM 3, London W.C.1, England): "Prunella was sent from Cockburnspath, Scotland, to Dol, France, to take part in a race back to the starting point. But instead of heading for Scotland, she lit on the deck of a ship 600 miles out to sea. The crew read her tag. They fed and rested her, then turned her face toward England and let her fly. Prunella landed in London. There it was decided she'd better return home by rail. Which, boxed and labeled, is what she did." ●

BUILDING a railway across 25 miles of Gobi Desert is not exactly fun. The temperature there reaches 140 degrees—and you've never really seen a sandstorm unless you have visited the bleak, hot, Gobi wasteland. And so, with some pride, the Chinese announce that they have just completed this job as part of the 600-mile railway they are stretching from Paotow through Inner Mongolia and the Great Wall to Peking, their ancient capital. It was mostly Chinese labor, you remember, that built the old Central Pacific through the American West.

The latest saga tells of thousands of Chinese toiling under a cruel sun in a waterless land, and 1,000 camels being used to keep them supplied with the things they needed. Barriers protecting the men and the railway against sandstorms were built on both sides of the track. These were made from hundreds of tons of straw matting strutted together, while between them were laid a road bed of small stones as a foundation for ties and rails. ●

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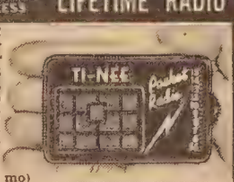

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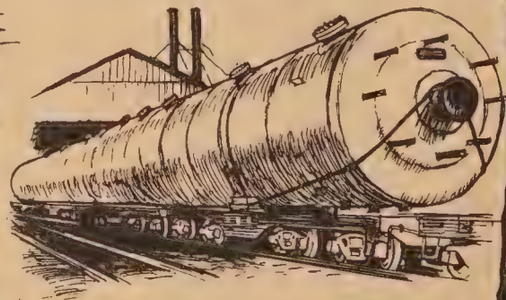
DERS-60	4000-4049 4052-4129	1500	Alco-GE	RS-2	B-B	60,000	248,000	1946-'53	1,3
DES-69	3000-3050	1000	Alco-GE	S2	B-B	69,000	230,000	1944-'50	2
Napierville Junction Railroad									
DERS-60	4050-4051	1500	Alco-GE	RS-2	B-B	60,000	246,400	1950	

NOTES: Compiled from information supplied by D&H Equipment Dept., accurate as of October 20, 19
(1) 23 locomotives equipped with steam generators, 89 units with roller-bearings and dynamic brak
(2) 3002, 3004-3007, 3009, 3010, 3012, 3014, 3016, 3017 sold to Erie Railroad, reclassed SA-10, MSA-10 a
renumbered. (3) 4041, 4042, 4044, 4046-4048 sold to Pennsy, reclassed AS-15m but not renumbered.

Along the Iron Pike by Joe Easley

NEW USE FOR STREETCARS. SIX OLD LOS ANGELES CARS WERE LOWERED INTO OCEAN OFF REDONDO BEACH LAST FALL BY CALIF. DEPT. OF FISH AND GAME. (SEE PAGE 46.) *(from Arthur Davis, Reseda, Calif.)*



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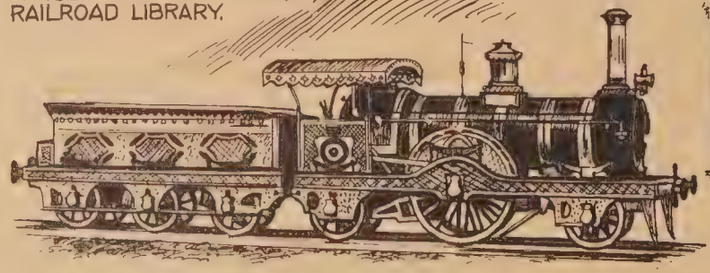

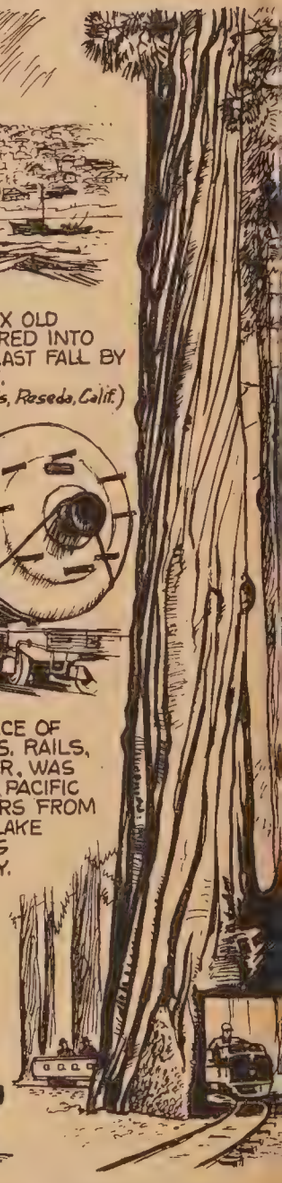

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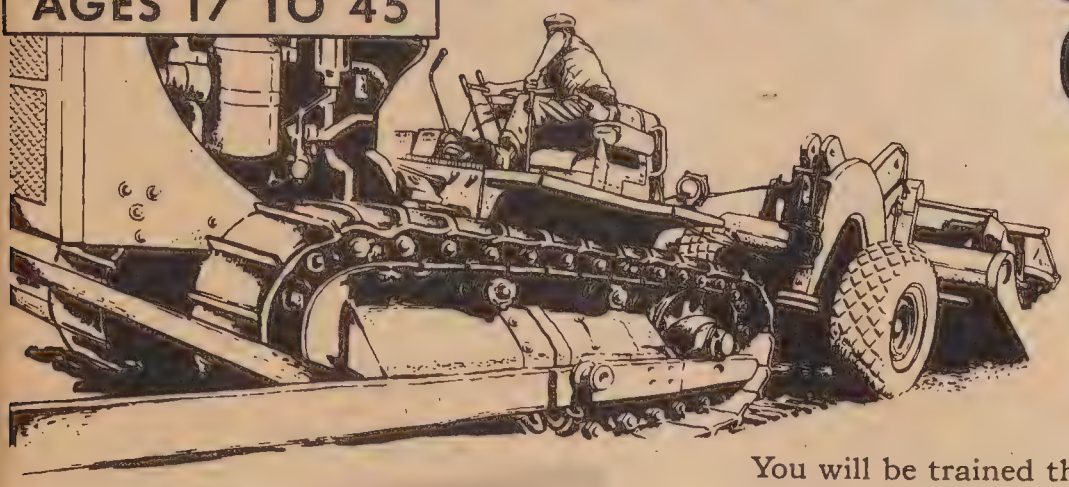

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Night Trick at Armadillo

For Eddie Sand, Each New Job Was Merely a Stopping Place Along the Boomer Trail, and Some Stops Were Shorter Than Others

by HARRY BEDWELL

EDDIE SAND reached the top of the creaking wooden stairs that led to the chief dispatcher's office. He walked the length of the gloomy corridor and pushed open the door cautiously.

Behind the desk sat a short fat man. The fat man did not look up as Eddie entered, so the slim young brass-pounder sat down quietly on the only empty chain and waited.

At length the chief raised his bald head. Eddie cleared his throat. "How are you fixed for operators?"

But the chief merely stared into vacancy for a few seconds and then suddenly jumped to his feet and pattered across the floor through a side door, out of sight.

He's batty, the redheaded youth decided. *Maybe I'd better wait till tomorrow to ask for a job.*

The chief soon came back with a message, reading it intently, and began chewing tobacco in a fashion that reminded you of a goat. After a while he looked up with a question in his glinting spectacles.

"How are you fixed for operators?" Eddie repeated doggedly.

"Let me see your service letters."

Eddie laid a small bundle of letters on the desk. Being rather naive in those early years, he had not yet learned that chief dispatchers do not like to hire men who move around too much.

"A boomer, eh?" said the plump little man. "Well, let us hope you are ready to settle down on the Southwestern."

"It's my bad luck," said Eddie, warming up in spite of a growing suspicion. "I work so long for a road and then something happens and I am out."

"Of course," smiled the chief, "it isn't your fault."

As he read letter after letter he must have noted that "Discharged for sleeping on duty" appeared on several of them. He could not help observing also that Eddie, despite his youth, was an experienced operator, and so he said abruptly:

"I need men. You're hired."

Eddie was sent to an obscure station known as Four Corners, on the night trick. But here his bad luck, as he put it, still pursued him. There was so little work to do at this office that the boomer dozed now and then from sheer boredom while on duty.

After bearing patiently with him for about two weeks, the trick dispatcher told the chief a few things, and Eddie was called back to division headquarters. Again he faced the flabby-joweled chief dispatcher.

"It's no go," he said despondently. "I've got a hoodoo in me some place."

The chief's gray eyes focused shrewdly behind his glasses. "I'll give you one more chance, Sand."

Eddie's mouth gaped open. Never before had a second trial been vouchsafed him, and this new procedure was so startling that it threw him off guard.

"I have a nice job for you at Armadillo," purred the chief. "That's a small mining town in the desert. You'll find enough work there to

keep you awake and the pay is pretty good. In fact, it's a nice job. Will you take it?"

"Sure," said Eddie, who hadn't yet caught on to the reason why he was still on the payroll.

"Your train leaves in five minutes. Here's your pass. Good-bye and good luck!"

EDDIE took the pass and left. A two-car train pulled by a rusty eight-wheeler screeched and jolted to a stop, and the young operator, clutching a battered suitcase, climbed aboard. His journey had barely started before he began to feel uneasy. Maybe it was the change in scenery. The train rolled away from green and fertile country and headed into the desert.

Something unlucky is sure to happen, Eddie thought. *I wish I hadn't said yes.*

After three hours of hot riding and frequent trips to the drinking-water faucet, he arrived at Armadillo. He swung down to the depot platform and gazed about. Sandy desert and a line of purplish hills surrounded the bleak little town, old wooden mine buildings were propped up against the hills, and the heat of noonday sun was blistering.

He entered the station with a sinking heart and met the agent, who promptly explained matters. The regular night operator had quit, although he'd had nothing to do except —and the agent listed the many and various duties that went into the night trick.

Eddie blew his top. "I didn't come out here to be a handy man," he exploded. "Tell me where to get a meal, and while I am eating will you please ask the chief dispatcher to wire me a pass back to the city?"

The agent pointed to a shack which, he said, was where "they feed people," and Eddie sauntered out for lunch. When he returned an hour later he found the agent busy with reports.

Eddie gave vent to his annoyance. "That's a helluva fine restaurant, mister! I had to go into the kitchen and wake the cook so he could start the meal, and then I worry the hash-slinger before she'd serve it. Did you get my pass?" he asked quickly.

"No," replied the agent. "The chief won't give you a pass. Says you've got to stay here and take the job. Thinks you'll like it after you get used to it."

"The chief says—what?". Eddie kicked his worn suitcase under a table. "You tell him I'm not taking this lousy job."

"Then you'll have to pay your own fare back to the city," the agent drawled. "He won't send a pass, you know."

Eddie took out his money and counted. He had about fifty cents. "What's the fare?"

"Two eighty-five."

The boomer looked shocked. "Two eighty-five! Well, I'm gonna ask the

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conductor of the first passenger train to carry me in on my face. When's the first train due?"

"About five o'clock."

The agent went on with his work silently. Eddie spent the rest of the hot afternoon seated in a dark corner of the office. A gnawing fear warned him that he might become enamored of the place and decide to stay, in which case he'd never see the outside world again.

At 5:02 the passenger train arrived, stopping only long enough for the agent to load on some express packages from one of the mining companies.

Eddie buttonholed the conductor, a lanky man with white hair. "How about a ride back to the city?" He showed his service letters to prove that he, too, was a railroad man.

The skipper grinned when he saw the name on the letters. He fished out a telegram from his pocket and handed it to Eddie. It read:

Do not carry operator named E. Sand from Armadillo unless he pays fare.

It was signed by the chief dispatcher. Eddie looked up hopelessly. "I suppose you won't carry me then, will you?' '

"Can't," soothed the old skipper. "It would mean my job."

EDDIE'S face was a mask of gloom as he watched the train wind away, trailing a lazy smoke plume, and lose itself in the desert.

"So the conductor won't carry you?" the agent sympathized.

"No! The chief spiked him. When's the next freight train due in here?"

"Not until midnight. You'd better take the job. It ain't so bad."

Eddie ignored the advice. "I'll try to catch that freight," he said. "If I can't do it, I'll walk."

He spent twenty-five cents for food and returned to the depot to eat it. The agent was locking up the place.

"There's no night man here," he said, "so I got to lock up. Sometimes a light engine comes down here at night to take out an ore train and when she does we have a feller, a night watchman, to keep her alive till mornin'. But she ain't comin' tonight, and no watchman, either."

"Ore trains?" Eddie repeated. "Do you have ore trains out of here?"

The agent pointed to a siding full of cars. "You bet!" he said with pride. "Two every week, and sometimes more. When there's a train out in the mornin', like I said, they send a lone engine down the evenin' before, and her crew ties up till the train is ready. I wonder if I told the dispatcher there wouldn't be one out in the mornin'? Yes, I think I did. Good-night!"

Eddie sat down on a truck and ate his skimpy meal in silence. There was a short twilight, then darkness, and the boomer still sat there disconsolately. After a while the sound of an approaching train aroused him.

I wonder if that agent lied, he mused. *Sure is a train going toward the city and it's no more than eight o'clock. Well, if she's a freight, I'll try to hop her.*

The headlight hove in sight around a line of buttes and bore steadily down toward the station. It halted at the end of the yards, however, and a few seconds later the switch-light turned. Then the engine puffed slowly into the siding and stopped not far from where Eddie sat. She was a ten-wheeler, No. 701, without cars.

After taking off their greasy overalls, the engineer and fireman swung down from the cab and walked toward the bleak village, passing close to Eddie as they went.

"I suppose that watchman is around here some place," Eddie heard the tallowpot say. "I don't want the old girl to blow up."

"He's likely over in town some place," said the hogger. "He's heard us come in and is due here before long. Never did fail to show up."

Eddie sat quite still for a long time after the two had disappeared in the darkness. Then he sllid down to the platform.

The agent did forget to tell the dispatcher not to send an engine, he thought, *and there's no watchman to keep her alive. Someone on this division of the Southwestern road is gonna get into trouble.*

At first he decided to let the engine alone and not interfere. But a new and better plan suggested itself, and he pondered it for a while.

I'll just take the engine into the city myself, he decided boldly, slapping his leg with vigor. *Yes, that's what I'll do. Show that chief he can't put one over on a boomer.*

HE SEARCHED about the station until he found a shovel. Then he worked its blade under a back window of the office and pried. After a little exertion, the catch broke with a snap and the window raised clear of the sill. He crawled into the office and took his seat at the telegraph instrument.

Calling the dispatcher, he reported that the lone engine, No. 701, had arrived but there was no train for her to take out in the morning. He added that the engineer wanted to go on to division headquarters at once.

After asking a few questions and expressing himself strongly on this waste of power, the dispatcher issued orders for the light engine to run extra from Armadillo to the city, meeting two freight trains and a passenger on the way.

Eddie repeated the order. After that he hunted diligently till he found a switch-key hanging beside the office door. Then he crawled out of the window, closed it, took up his suitcase and boarded the engine.

The boomer had ridden engines many times before and had even run them while they were switching in a station yard, so he felt confident of his ability to handle the 4-6-0. He climbed up on the right side. After peering anxiously at the steam and air gages, he released her, and sent her puffing slowly forward to the other end of the yards.

Soon he was out on the main line, speeding down the track, with the lights of the little desert town vanishing behind.

I wonder can I keep her hot? he mused when, after setting a lively pace, he got down off his seat to peer into the glowing firebox. *She eats a helluva lot of coal.*

He shoveled energetically for a while. Then he slowed down the engine long enough to permit him to walk forward on the running board and raise the headlight curtain, which the fireman had lowered before departing. After that he went back to the cab and put on the fireman's overalls, jumper, and cap, so as to look like the real thing in case somebody should stop him. It was a reckless masquerade.

On he rumbled over the silent desert through the starlit night. He passed two telegraph offices, and at both of them the semaphore light showed green. He found a timecard in the engineer's box and checked off the stations as he passed them, so as to know where to meet the opposing trains.

At the third open telegraph office, Beacon, a stop signal was set against him. He whistled for a clear board, but the light remained red.

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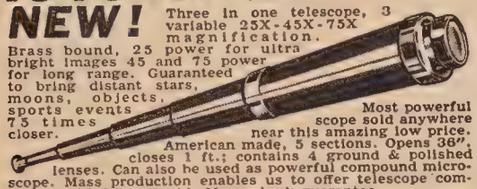

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I wonder what's up now, he thought as he slowed down. *Maybe they've found me out. Well, if the Southwestern doesn't blacklist me or put me in jail, I'll get to Omaha somehow or other and hit the Union Pacific for a job.*

IN THOSE DAYS Eddie was young and reckless. He liked to travel. Right now he rejoiced in having left the dreary town of Armadillo far behind, but he felt a bit uneasy as he stopped at Beacon. Sliding down to the depot platform, he strode into the office.

"What's your board out for?" he asked the operator, who hung sleepily over his instrument.

"Freight train in the ditch the other side of Boulder," said the op, without looking up. "The engine and half the cars derailed. Nobody hurt, though. Dispatcher wants to know if you can run down to the second blind siding from here and pick up Corbin, the general superintendent, and Parks, the chief engineer of construction."

"Brass collars!" Eddie gasped.

"Yeah," said the op. "Parks has to reach the city in time for a meeting of the board of directors in the morning."

"That's interesting, but how do they expect me to get them around the wreck?"

"I dunno. Reckon they'll send an engine up from the city or uncouple one from a freight drag and send her up to meet you at the wreck, where she'll get the Old Man. The dispatcher wants to know if you'll pick 'em up."

"Of course, I will—if I can find them in the dark. Is that all?"

"That's all."

Eddie strode out of the depot, climbed aboard his 701, and puffed away into the solitude.

Chief engineer of construction has to be in the city by morning, he mused. *I hope we can make it.*

He kept up a good speed, passed the first blind siding marked by a signboard on a post, and highballed through the darkness. At length the headlight revealed a figure on the track waving his arms. Eddie slowed down and stopped, whereupon four men, with baggage and equipment, scrambled on board.

"What's this?" asked the first person to enter the cab, whom Eddie took to be General Superintendent Corbin. "Where did you come from and where is your fireman?"

Eddie blinked owlishly in the gloom. "My fireman is sick and I left him behind," he lied. "The dispatcher sent me here to pick you up. There's been a derailment just beyond Boulder and I'm to take you down to it. An engine from the other side'll meet you there and take you on. One of you fellows will have to shovel coal."

Eddie latched out the throttle as he spoke, and the ten-wheeler gripped the rails. The two surveyors took turns at tending the fire while the two officials perched themselves on the fireman's seatbox and conversed together in low tones.

I've got 'em buffaloed, Eddie gloated. *Wonder what I'll do with the engine when I reach the wreck?*

It was not far to the next telegraph office and here again the semaphore shone red.

"What's wrong now?" grumbled Mr. Corbin. "Another wreck?"

When Eddie stopped the 701 at the station, his four passengers unloaded and entered the office. The boomer followed hesitantly.

"Dispatcher says he can't get a locomotive up to the wreck for at least two hours," the operator told them. "A freight engine that set out to meet you broke down on the hill, and he had to cut off an engine from the passenger train that's behind the freight and he is sending her on for you."

"Has the big hook arrived yet?" Mr. Corbin demanded.

"No," said the op. "It left half an hour ago and is stalled behind the passenger train."

Mr. Corbin turned to his chief engineer of construction. "It's beginning to look as if you won't make it to the city in time to put that proposition before the board."

Mr. Parks winced. "I only hope

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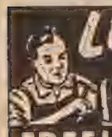

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they don't call off the deal just because we're late."

SILENCE filled the office for a few seconds. Then Superintendent Corbin spoke again.

"We might as well run down to the track and see what's happening. Perhaps we can get things lined up for the wrecker when it shows up."

"The section gang started about fifteen minutes ago," said the operator. "They were bound for the wreck, so you'd better keep your eyes open and not run them down."

"We will," said Mr. Corbin.

The five men left the office and took their places in the cab. Again the 701 got under way and was soon roaring over the desert.

The pile-up had occurred at a place where the track curved around a solitary butte atop a grade. When Eddie stopped a short distance from the scene, the two brass collars and the surveyors climbed out and began an examination by the light of torches and lanterns.

"It looks bad," said Mr. Corbin.

Eddie descended from the cab and sought the section gang. Pretty soon he was explaining to the foreman what he intended doing. The king snipe listened, said he understood, and sent one of his laborers to the caboose of the wrecked train to fetch a large cable. The cables were often carried underneath the crummy for use in such emergencies.

When the cable was brought, Eddie ran the 4-6-0 as near to the torn-up track as he dared. The cable was hooked onto the engine's front coupling and then to the derailed car, which was cluttering up the scene and interfering with efforts to repair the track.

Then he slowly backed the engine. The cable tightened, the derailed car faced slowly about, listed to one side, and finally fell down, clear of the twisted rails.

The crash of the falling car was the first notice the officials had that work of reconstruction had begun. They rushed over to see what had happened. When they arrived they saw Eddie's engine backing slowly down the track away from them. Mr. Corbin cursed, declaring that the hogger had gone mad.

But Eddie Sand had not gone mad. He had merely taken the gandy dancers and gone to a nearby tie-pile, where the men loaded on a few ties. Then back he came, and the ties were hastily unloaded. Superintendent Corbin thrust his shaggy head in at the side of the cab and asked what was going on.

Eddie explained: "I'm fixing to take you to a point where your men can catch the *Overland Mail* from the other side and reach the city by early morning."

Some fifty ties had been broken by the derailment, and three rails on either side were torn up. Two of those rails were still serviceable, but the others were bent and twisted. Under the foreman's direction, the broken ties and rails were cleared away and new ties substituted, the latter being laid as far apart as was consistent with safety. Thus located, they bridged the gap in the track.

THEN the section men placed the two good rails upon the ties and began driving spikes. After the two rails had been spiked in, the men hurried to the rear of the 701 and began tearing up rails from the solid track.

As soon as a rail was loosened, it was carried forward to be placed in the narrowing gap. With the completion of this rather flimsy track the crew of the wrecked train were aroused from their caboose, told to release the brakes on the rest of their train, and let it roll back down hill.

In a short time the non-derailed part of the train was gliding smoothly down the grade toward a little siding in the far distance. When they were well out of the way, Eddie climbed into the cab of his stolen engine and ran her slowly onto the wobbly new track. At every leisurely turn of the drivers the rails sagged from side to side, but they held together till the ten-wheeler had crossed to the more solid track.

"Good for you, Mr. Engineer!" Mr. Corbin called out as the four men

climbed into the cab. "Let's go!"

"What about the light engine that's coming to get you?" Eddie asked warily as he opened the throttle. "We may meet her between here and the first telegraph station."

"We'll keep a lookout. We should see her long before we get near her in this flat country."

Eddie crouched among the levers, his eyes gleaming with excitement as he searched the path of light ahead for a sign of obstruction. As they shot by the unwrecked half of the freight train, the crew swung their lanterns in salute and yelled encouragement.

Corbin and Parks, on the fireman's seat, watched the track unwinding before them for opposing trains, while the two surveyors toiled over the fire. Eddie drove forward at increasing speed.

At length he sighted the lights of the next station, but even here he was reluctant to stop. When he did put on the air, the superintendent and Mr. Parks were tossed up on the boilerhead, while the two surveyors groveled in the coal.

Once in the telegraph office and in touch with the dispatcher, Mr. Corbin ordered the track cleared for the light engine. Soon they were all in the cab again with the required orders, and the race to catch the *Overland Mail* was resumed.

That race was a masterpiece of luck and nerve. Eddie seemed to lose all sense of fear or judgment as he clung to the wide-open throttle while the 701 careened around sharp curves or shot down long grades. Every man hung on as best he could.

With but little coal or water left, Eddie brought the light engine into the yards a few minutes before the high-stepping *Overland Mail* arrived. As Mr. Corbin swung down off the 701 he called back to Eddie: "Come up to my office tomorrow! I want to see you." Then he drove into the big station after his chief engineer.

NEXT morning, Eddie again climbed the creaking wooden stairs to the chief dispatcher's office. He looked a bit crumpled and he entered the room without knocking.

The chief looked up from a message that lay on his desk, and his cold gray eyes widened with surprise. "Why, Mr. Sand, how did *you* get here?"

"I want my pay," Eddie said evasively.

The chief sat silent for a few seconds. Then, without answering Eddie, he glanced at the message again.

"Some queer things are happening on this division," he blurted out. "First a derailment at Boulder last night and then an engine stolen at Armadillo." He glared at Eddie. "You," he accused, "were sent to Armadillo yesterday. I think you were mixed up in this. Anyhow, you're fired for incompetence. Here is your time."

He produced a form, filled it out, signed it, and handed it to the boomer. Eddie took the paper and was scrutinizing it when the door opened and in walked Mr. Corbin.

"Hello, Mr. Engineer!" the super called out genially. "I have been telling the chief about our phenomenal run last night. That was one for the book! Why, chief, didn't he just about break all records for this division?"

The chief spoke uncertainly. "I have just discharged this man. You must be mistaken about him."

Suddenly the super became cool. "Discharged him! Since when have you had the authority to discharge an engineer?"

"Engineer, Mr. Corbin? This fellow, Eddie Sand, is a telegrapher."

The Old Man looked at Eddie in silence. "Hell's bells, how did you happen to be running that engine last night?"

Eddie calculated the distance to the door, but wavered. Maybe he'd better face it.

"I'll tell you," he said, weighing his words, "if you promise not to have me blacklisted or arrested."

Mr. Corbin promised, and chuckled softly while Eddie told his story, but the chief dispatcher flushed a deep pink. Then the general superintendent said seriously:

"This is highly irregular, Mr.

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BULLETIN OF ADULT domestic discipline. Details. Box 75662 Los Angeles 5, California.

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U.S. STAMPS. GIANT Bargain Catalog—15c. Raymax, 35VBM Maidenlane, NYC 38.

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Excelsior Medical Clinic, Excelsior Springs, Mo.

Sand, but the Southwestern owes you something for getting our construction engineer to the *Overland Mail* in time for an important meeting. Do you want another job here?"

Eddie did not. "But," he added, "I'd appreciate a pass to Omaha."

"Here it is," said Mr. Corbin, reaching for a pad on the chief dispatcher's desk and writing on it.

The boomer picked up his much-traveled suitcase and headed for the door. He heard a drag freight whistle for a crossing and a switcher bump a string of passenger cars in the yards. The clank of couplers made music in his ears. Eddie was on his way to a Union Pacific job. ●

National Club for Morse Men

BRASS-POUNDERS, railroad or commercial, men or women, active or retired, are invited to join the Morse Telegraph Club of America, Inc., now in its 17th year. Too many Morse men, like Harry Bedwell, have crossed the Great Divide where all pony tracks point one way. This nationally-organized club keeps alive the history and legends of the great Morse age.

It is a non-profit club. No initiation fee; only nominal dues ($1 a year, of which the local chapter keeps 50 cents). A minimum of ten persons in any area may apply for a charter to establish a local unit. We suggest the formation of an Eddie Sand Chapter of this outfit.

The aims are social. Members enjoy companionship and swap reminiscences. Luncheons and banquets are held locally on the fourth Saturday of each April to honor the memory of Samuel F. B. Morse. Further information may be had from Emory T. Mulquin, senior vice president, Grand Chapter, 2420 N.W. Quimby St., Portland, Ore. "Mul" has had 46 years of railroading. He worked as gandy dancer, train dispatcher, chief dispatcher, and trainmaster, all on various trunk lines, and general manager of a 62-mile Texas shortline. ●

Special Train for Two Debutantes

NEWS of a recent Wabash special train was suppressed because the elite passengers did not want publicity except on the society pages of St. Louis newspapers.

"In fact," says L. A. Brown, the road's alert public relations director, "I had *Life* magazine lined up to do a feature, but the families killed that idea. Nor were we permitted to put our own photographer aboard the train."

This is what happened: William A. Gray approached the Wabash with the thought of having a novel coming-out party for his daughter Jane. Later, relatives by the name of Mr. and Mrs. Richard S. Jones joined this activity on behalf of their daughter, Mary. The girls are cousins.

Preparations were were made for 450 passengers. There were five coaches, a diner, and a baggage car. One of the coaches had a smoking-room and a bar. The baggage car was stripped down for dancing and refreshments.

The seven-car train left Delmar station at 5:45 p.m. and ran 59 miles to Truesdale-Warrenton, Mo. Then the engine was shifted to the other end of the train for the return trip to Delmar.

We do not know of any other train rented for a debutantes' party, but Lucius Beebe recalls the long-gone Sunday when he and "Chuck" Clegg hired an entire train on the Maryland & Pennsylvania for a party to celebrate the publication of their book, *Mixed Train Daily.*

"We had two baggage cars," he says, "one with a bar and buffet, the other for dancing. Also a flatcar with rails and undertaker's palms for promenading, and a caboose and a coach, pulled by No. 6, an Alco engine. We ran 60 miles out of Baltimore for a picnic."

Beebe, who is writing a book entitled *Mansions on Rails,* tells us that in the '70's and '80's private trains out of San Francisco for balls and receptions were much in vogue. One evening, for example, Senator William Sharon gave a ball for President and Mrs. U. S. Grant at Belmont, Calif., on the Southern Pacific. Special trains of private, business, and parlor cars were met at Belmont depot by 100 carriages with coachmen and footmen garbed in the Sharon livery. Special trains ran back to San Francisco every hour after midnight, the last one leaving at six a.m. ●

SAWMILL RAILROADING

(Continued from page 33)

in service until the mill closed in 1957 and then became a yard goat. The One-spot was helped by the loving care lavished on her by Clarence Milford, an aged Negro who ran her for years. Milford was one of the best log-train men I ever knew.

Except for his white-fringed bald head, he did not show his years. His eyes were keen and he braved the dangers of snakes and alligators when no one else would take a train out.

One starless night, with much of the track under water, Milford climbed onto higher ground and stopped to siphon a tank of water. While his fireman was filling the tank, he switched on the rear headlight atop the cab and then walked back alongside the train to check it for hotboxes.

Less than two car-lengths from the brightly-lighted engine he became aware that something else was looking over the train from the other side of the track and keeping pace with him. It wasn't a man. Whether it was a bear or a panther or a bobcat he never knew, for he quickly returned to the cab. When the fireman learned what had happened, Milford had to haul in his siphon hose all by his lonesome. He never forgot that weird experience.

IT WAS AFTER DARK one mosquito-filled evening when the One-spot left camp with a trainload of logs and Milford at the throttle. Several woods laborers going into town for Sunday were riding the engone and tender.

Within ten miles of the mill the tank jumped the track. Rain was falling in a nasty drizzle. Milford set the rerailing frogs on muddy rail while standing knee-dep in dirty water. It was well past midnight when they were back on the iron, ready to roll.

That time they almost made it. But four miles from Jerome Mill, the first car hit the ties. Milford was disgusted and still wet from the previous rerailing job, but not a man offered to help him. Instead, the deadheads bade the weary crew good-bye and went wading up the track in the darkness toward their homes.

For a moment Milford scratched his bald pate and thought of going with them. But he knew that if he did, he'd have to wade back to his engine in the morning. So what the hell, the old man decided, he might as well stay!

With a sigh of resignation he climbed down and set the frogs again on rails he could not see. Luckily, the wheels plopped back on the iron at the first try. Then they dug the frogs out of the mud and coupled up. Milford whistled off—to tell the men slogging ahead that he was on his way.

Prety soon he began picking them up as they splashed along the submerged track. Stopping and starting his train in the flood took time, but Milford didn't want anyone to risk losing a leg by a misstep in the dark. Bye and bye only a solitary laborer was still afoot, a long-legged fellow with home and supper and a dry bed on his mind.

At length the engine overtook him on the final curve before the swamp water ended. He climbed aboard, saying, "One more wreck and I'd have beaten the engine into town."

As the pale headlight beam probed the curve to where the water gave way to land, the men's hair suddenly rose on their heads. There, crouched between the rails, a nine-foot panther had been waiting quietly for the walking men! That was the last time anyone from the woods tried walking in on the sawmill railroad after sundown. ●

Men and women are "Bed Animals", say the authors and they proceed to prove it with the friskiest discussion of nighttime intimacies you will ever read! This is a book full of roguish, frolicsome wit that will keep you laughing from cover to cover. For the strangest adventure of all is to find yourself locked in a bedroom with someone of the opposite sex with whom you are required to go to bed and get up for thousands of nights . . . it's called marriage. It may have just happened to you or it may happen when you least expect it and are least prepared. But whatever your marital state, you'll want to send for this hilarious book of Bediquette today!

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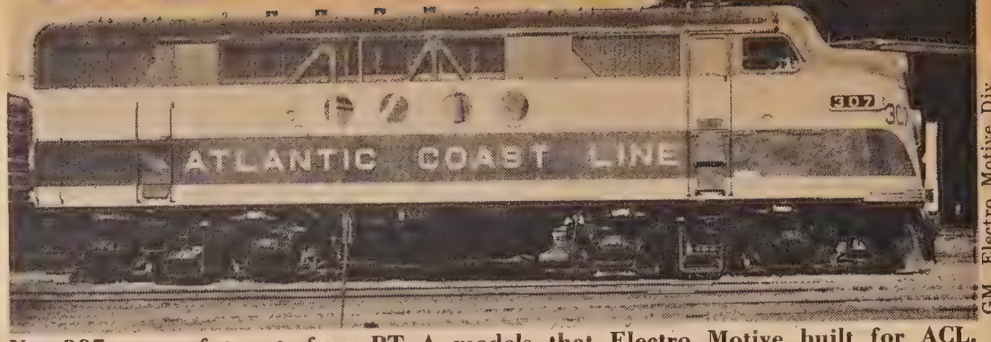


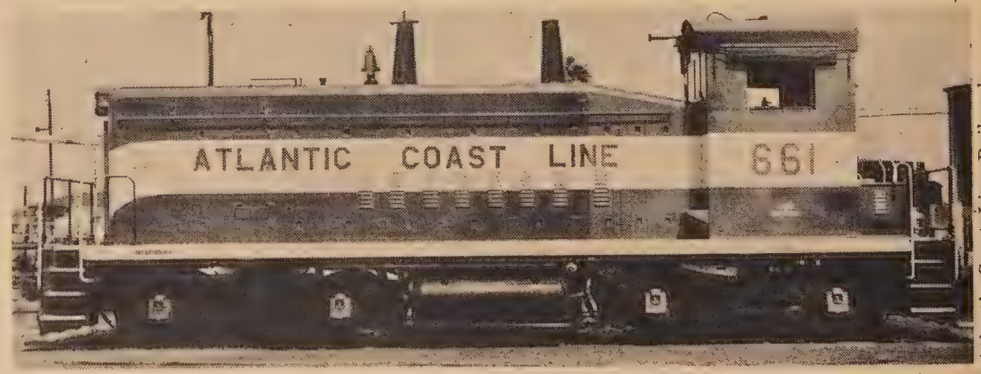
GM, Electro Motive Div.

No. 307, one of twenty-four PT A models that Electro Motive built for ACL.

Atlantic Coast Line

Roster compiled by Sy Reich

Road Nos.	HP	Builder	Bldr's. Model	Whl. Arrgt.	Tract. Effort	Weight	Date	Notes
10-18	1000	Baldwin	VO	B-B	59,800	239,000	1942-'4	1
25-43	1000	Alco-GE	S2	B-B	57,500	230,000	1940,'2,'4	2
50-59	800	GM-EMD	SW-8	B-B	51,269	209,015	1952	
70,71	770	Whitcomb	——	B-B	32,500	130,000	1944	8
100-111	1500	GM-EMD	GP-7	B-B	58,700	247,790	1950	
112-122	1500	GM-EMD	GP-7	B-B	58,880	248,338	1950	
123-132	1500	GM-EMD	GP-7	B-B	60,379	248,862	1951	
133-152	1500	GM-EMD	GP-7	B-B	58,670	247,962	1950	
153-176	1500	GM-EMD	GP-7	B-B	58,341	246,462	1951	
177-186	1500	GM-EMD	GP-7	B-B	58,627	240,102	1951	s
187-217	1500	GM-EMD	GP-7	B-B	58,053	246,062	1951	
218-223	1500	GM-EMD	GP-7	B-B	58,521	246,862	1951	
224-233	1500	GM-EMD	GP-7	B-B	58,798	240,982	1951	
234-249	1500	GM-EMD	GP-7	B-B	58,522	247,350	1951	
250-253	1500	GM-EMD	GP-7	B-B	58,321	245,790	1952	
300A-323A	1350	GM-EMD	FT A	B-B	55,880	230,740	1943-'4	3
300B-323B	1350	GM-EMD	FT B	B-B	54,900	228,590	1943-'4	
324A-335A	1350	GM-EMD	F-2A	B-B	57,000	239,650	1946	s
384A-335B	1350	GM-EMD	F-2B	B-B	57,000	243,530	1946	s
336A-347A	1500	GM-EMD	F-7A	B-B	56,780	230,120	1948	
336B-347B	1500	GM-EMD	F-7B	B-B	54,250	222,620	1948	
349A-367A	1500	GM-EMD	F-7A	B-B	52,223	230,940	1950	
368A-383A	1500	GM-EMD	F-7A	B-B	56,238	531,210	1950	
384A-391A	1500	GM-EMD	F-7A	B-B	56,421	231,430	1950	
392A-403A	1500	GM-EMD	F-7A	B-B	56,580	233,010	1951	
392B-403B	1500	GM-EMD	F-7B	B-B	55,990	230,190	1951	
404A-418A	1500	GM-EMD	F-7A	B-B	56,730	233,230	1951	4
419A-423A	1500	GM-EMD	F-7A	B-B	56,324	231,480	1951	
500-523	2000	GM-EMC	E-6A	AIA-AIA	52,500	329,000	1939-'41	5,s
524-543	2000	GM-EMD	E-7A	AIA-AIA	52,500	331,000	1945,'6,'8	6,s
544-548	2250	*GM-EMD	E-8A	AIA-AIA	53,000	339,900	1950	s
600-605	1000	GM-EMD	NW-2	B-B	60,500	245,600	1940,'2	7
643-651	1200	GM-EMD	SW-7	B-B	60,788	246,820	1950	
652-671	1200	GM-EMD	SW-9	B-B	60,927	248,250	1951	
672-716	1200	GM-EMD	SW-9	B-B	60,840	247,730	1951,'2	
750-754	2000	GM-EMC	E-6B	AIA-AIA	49,900	313,600	1940-'2	s
755-764	2000	GM-EMD	E-7B	AIA-AIA	50,200	315,000	1945	s
850-869	1500	GM-EMD	FP-7	B-B	61,110	257,810	1951	s
870-893	1500	GM-EMD	FP-7	B-B	61,151	259,420	1951,'2	s
1503-1504	1750	GM-EMD	GP-9A	B-B	59,800	246,840	1957	



Atlantic Coast Line Railroad

No. 661, model SW-9, is equipped with radio telephone for use in switching.

Atlantic Coast Line Railroad

Another radio-telephone-equipped locomotive is No. 881, model FP-7, 1500 hp.

GM, Electro Motive Div.

No. 883, also an FP-7, with 61,151 tractive effort, weighs 259,420 pounds.

Miscellaneous Notes

Roster compiled from data supplied by ACL Superintendent of Motive Power and Equipment and is accurate as of November 11, '58.

(s) Diesels equipped with steam heat generators. ACL diesels are painted purple and white with contrasting lettering, gold striping, and black underbody.

(1) Ex 606-609, 616, 617, 619, 621, 623.

(2) Ex 600, 602, 604, 610, 612, 614, 618-642 even, 26, 28, 31, 32 rebuilt by GM-EMD in 1956 to 1200 hp, tractive effort 61,400, weight 249,000 pounds.

(3) 317A rebuilt to F-9A in 1957 with 1750 hp, 58,440 tractive effort, weight 239,520 pounds. 301A scrapped.

(4) 417A rebuilt to F-9A in 1957 with 1750 hp, trac. eff. 58,250, weight 238,760 pounds. 418A is 1350 hp.

(5) 500 rebuilt to E-8A with 2250 hp, tractive effort 53,361, weight 333,897 pounds.

(6) 532 rebuilt to E-8A with 2250 hp, tractive effort 56,778, weight 339,402 pounds.

(7) Ex 601, 611, 613, 603, 615, 605.

(8) Ex Franklin & Carolina 100, 110. ●

June Issue (out April 2)

"Paul Bunyan's Toothpicks," story of a big logging road that is still 100 percent steam, by Richard Murdock; with a front cover painting of a Shay in action, richly colored, by Herb Mott.

Current loco rosters: C&NW and SAL (both still own some steam) . . . Harry Bedwell's first rail yarn, "Campbell's Wedding Race" . . . Plus other features, short hauls, departments, many pix.

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Far afield! Atlantic Coast Line diesel No. 540 wheeling train 121, Pennsy express to Washington, and ACL train 7, *The Miamian*, through Elizabeth, N. J. This strange situation was due to the fact that fine-grain snow had laid up many GG-1's.

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RAILROAD HOBBY CLUB

by Sy Reich

THE DEATH of Mrs. "Casey" Jones, 92 years old, last November 21st comes, not inappropriately, at the end of the Steam Age. Her engineer-husband, John Luther Jones, died in that controversial wreck on the Illinois Central near Vaughan, Miss., on April 29, 1900, and his last fireman, Simeon Webb, followed him into the eternal shadows 56 years later.

Sy Reich

The home in which the hogger and his wife lived at Jackson, Tenn., is today the Casey Jones Museum. So highly regarded was Mrs. Jones that at one time in Jackson there was a ban on the singing of the *Casey Jones* ballad out of deference to her feelings. She never profited a cent from her husband's fame although many railroads sent her passes.

Frequently over the years she was feted at such events as the World's Fair in New York in 1939 and in her home town on April 30, 1950, for Casey Jones Day in Tennessee, when three-cent stamps honoring the famous engineer went on sale.

Mrs. Jones loved the ballad extolling her husband's bravery in his last ride, except for one stanza which goes:

Mrs. Jones was sitting on the bed.
They brought in word that
Casey was dead.
She gathered up the children;
"Now hush your cryin'!
You've got another papa
on the Salt Lake line."

There have been many lawsuits over the authorship of the ballad. The generally accepted story is that a Negro engine wiper named Wallace Saunders in an Illinois Central roundhouse devised a sort of chant on the death of Casey Jones. The chant became common property along the line and most railroaders knew the words long before they were ever printed.

Then two Tin Pan Alley songwriters, T. Lawrence Seibert and Eddie Newton, heard it and published it in 1902.

Your editor, Freeman Hubbard, knew Mrs. Jones personally, having visited her, along with other members of the family and Sim Webb, when he was gathering material for his first published book, *Railroad Avenue*. In this book Hubbard states: "Casey lies buried in Mt. Calvary Cemetery at Jackson. The grave is unmarked except for a small wooden cross."

Reading that item gave Lucius Beebe an idea. He asked Hubbard how he thought Mrs. Jones would feel about a monument. Later, Beebe and his partner, Charles Clegg, erected the impressive granite and bronze monument which stands there today.

Industrial photographer O. Winston Link, 58 E. 34th St., New York City, who made the superb shot on pages 42-43 of this issue, also produces hi-fi LP records of steam railroading. His latest disk is *The Fading Giant*, a discriminating collection of sounds of mixed and main-line Norfolk & Western steam trains, recorded from trackside and from behind the tender, with a nostalgic color-photo on its jacket. Unlike most such records, this new one offers a pleasing variety, such as the baying of a hound that regularly greets trains and a sequence blending a Class J locomotive with the chimes of carols from a Virginia church that she passes on Christmas Eve. *The Fading Giant*, at $4.95 postpaid, is sure to have a very good sale.

Feb. 15—Three NRHS chapters sponsor program in Kansas City, Mo., Union Station, third biggest U.S. pass. terminal, incl. tour, dinner in KCS diner, annual meeting in Room 222, R.R. movies and slides. Total cost, $2.50. Contact H.H. Hoover, 1638 Poplar St., Kansas City, Mo. The public is invited.

March 22—North Hills Travelers Club sponsors round trip to maple sugar festival, Chardon, O., via B&O freight-only lines; lv. Pittsburgh 8:30 a.m. Fare, $7; children, $3.50. Ticket dead-

Barbara Jones unveiled monument to grandfather, Casey Jones, folksong hero, in Jackson, Tenn., cemetery in 1947 as Casey's widow and Lucius Beebe looked on.

line March 10. Contact J. E. Wally, 43 Grant Ave., Etna, Pittsburgh, Pa.

April 10 thru 12—Same club sponsors all-expense week-end Pennsy round trip, Pittsburgh to Washington, D.C., cherry blossom festival. Contact J. E. Wally. Ticket deadline April 3.

Narrow-gage mileage of the Denver & Rio Grande Western includes: Alamosa to Antonito, 28.61 (3-rail, both narrow and standard): Antonito to Durango, 171.2; Durango to Farmington, N.M., 47.68; and Durango to Silverton, 45.61.

The figure for total n.g. mileage in the U.S. in Freeman Hubbard's article, "SP Narrow-Gage" (Feb. issue) was wrong. It should have included the steam freight service handled on the miles between Alamosa and Farmington as well as part of the White Pass & Yukon n.g. located in Alaska. Also the tiny Sumpter Valley line in Oregon.

On page 27, same issue, a caption referred to SP No. 1 as "America's only n.g. diesel locomotive." That, too, is an error. It omitted the dieselized WP&Y and several military and industrial roads, also the Sumpter Valley.

Until recently a U.S. Government n.g. diesel was operating on the D&RGW. Where it is now is a secret. "Because of certain restrictions," says a Rio Grande official, "we don't talk about it."

SP engine 18 is a 4-8-0, not a 2-6-2 as pictured on Feb. cover.

Thanks to several readers who sent us these corrections.

Can any Old Colony Railroad fan turn up for Joseph Wheeler, Benson, Vt., a rare booklet by James H. French, published around 1920, full of stories about Old Colony trains and personalities? Joe's father, George S. W., was an OC train dispatcher in Boston, having begun railroading at age 17.

There is no copy of the booklet in the Library of Congress nor in the National Union Catalog covering 50 large libraries. Much of its material had previously appeared in a defunct magazine, *Railroad Employe*, prior to World War I. Joe seeks references in

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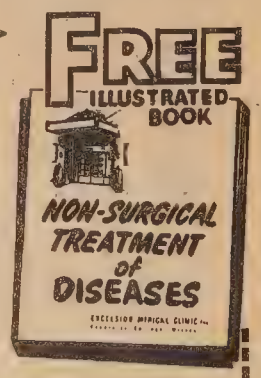

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that material to his kinfolk, George, Gilman W., and Ezekiel H. Wheeler.

Readers who want to buy very old copies of this magazine may contact George Henglein, 325 Beach 88 St., Rockaway Beach 93, N. Y. He offers 24 copies, 1908-'11, poor cond.; 21 copies, 1916-'18, poor cond.; 22 copies, 1930-'31, fair cond.; 64 copies, 1932-Aug. '37, good cond.; 102 copies, Sept. '37 to Dec. '46, good cond.

T. Cott, The Shrubbery, Kilcock, County Kildare, Ireland, will buy these issues of *Railroad Man's Magazine*: March thru May 1907, March 1912, Aug. '14; weekly issues Dec. 14, 21, 1918; Jan. 4, 11, 18, 1918.

He also wants certain issues of *Railway Progress, What's New* (AAR), *Modern Railroads, European Rys., Modern Tramways, Loco. News & Ry. Notes* and its successor *Loco. News & Ry. Contractor, Diesel Ry, Traction, Irish Ry. Record Society Journal,* and all issues of *Loco. Express.*

Also, he will buy "matter of any kind pertaining to Irish railways as well as plain or colored postcard views of any type of railway subject or equipment, all countries." Says he, "I am prepared to pay good prices." We say: Write first.

Northern Pacific has asked the ICC for permission to discontinue passenger service on 9 of its 11 branch lines in North Dakota. The public has ceased to support the trains on those lines.

C&NW will apply a new "push-pull" technique to its suburban trains. Diesel locomotives will push the trains into Chicago and pull them outbound. Orders have been placed with Pullman-Standard for 38 new air-conditioned double-deck cars. Trains with such cars would be like MU electrics—won't need turning around. They'd be available immediately upon arriving at terminals for return movements. Less switching, fewer delays.

New Haven electric roster in our Dec. '58 issue should be corrected to read as follows: EP-1 class numbers are 01-041. EP-2 class numbers are 0300-0326. EF-3b wheel arrangement is 2-C+C-2. The 069 wheel arrangement was 1-A+B+A-1.

Ed Wadhams, Box 502, Noroton Hts., Conn., notes that we didn't mention the cars used on the original New Canaan electrification. According to him, cars 3700-3701, built by Jackson & Sharp at Wilmington, Del., in 1904, were used on the original 600-volt DC electrification. Both were double-truck wooden cars equipped with poles, later replaced by other wooden MU cars with pantographs.

Mr. Wadhams questions whether Manufacturers' Railroad Nos. 5 and 6 are still extant. According to *Electric Railway Historical Society Bulletin* 24, No. 5 was sold to Capitol Transit (Washington, D.C.) in 1943 and renumbered 055. Number 6 was sold to CT in 1949 and renumbered 056. Both were scrapped in Dec. '53.

We like to get additions and corrections to our rosters. Anyone having data on the equipment used on early New Haven electrifications is invited to send it in.

Overseas railfans interested in becoming part of a circuit for viewing or exchanging 35mm color slides of railroads in the Pacific Northwest should write to John Wager (SP&C engineer), 3414 K Street, Vancouver, Wash.

Miss Thelma Treusch, 2158 Oaknoll, Pontiac, Mich., is a railfanette who earns her livelihood as a registered nurse and woman's examiner for the Truck & Coach Division of General Motors. Her main hobby is model railroading.

Mrs. Arthur Fouche, 567 Salem Ave., Hagerstown, Md., is looking for railroad book-ends.

STEAM POWER

VIRGINIA BLUE RIDGE RY., a 16-mile freight line, is, with one exception, the only 100 percent steam common carrier in the East. This road has just acquired two six-wheel steam switchers from the Army Transportation Corps, reports Bill Warden, 1216 Shamrock Lane, Waynesboro, Va. It runs between Tye River, Piney River, and Massies Mill and now has four hand-fired goats of World War II vintage. No diesels.

The other all-steam Eastern road is the Brooklyn Eastern District Terminal switching line, New York.

Canadian Pacific is operating mixed trains M517, W518 between Brownville

Jct., Maine, and Megantic, Que., daily exc. Sunday, powered by Pacifics, 2500 series, soon to be replaced by Mikados, 5100's, reports George M. Dimond, 22 Intervale Terr., Reading, Mass., denying our claim that D&RGW's Silverton line has the only steam mixed train left in the U.S.A.

He says Quebec Central is operating tri-weekly mixed trains with 4-6-0's in Quebec between Tring Jct. and Megantic. Also steam trains daily exc. Sunday between Vallee Jct. and Lac Frontier, usually with Pacifics.

Last Oct. 19, for the first time in five years, a steam loco (No. 1406) powered an Illinois Central passenger train. It was an excursion, Carbondale to Grand Tower, Ill., and back, sponsored by a Carbondale club. Some 1,100 passengers occupied 16 coaches, showing that many people will ride steam trains if given a chance.

Steam locos are still being built in England by Beyer, Peacock & Co., Ltd., for South African Railways and other roads. In Ireland a steam loco has been built to burn peat.

N&W ran a Portsmouth-Cincinnati turn last November with a Class J for a passenger movement, making special arrangements for water as steam loco facilities in that area had been removed, reports Cornelius W. Hauck, 5945 Miami Ave., Cleveland, Ohio.

So long as LP hi-fi steam recordings are up to the standard of Mobile Fidelity, 915 Hollywood Way, Burbank, California, there will always be a demand for them. Thus far MF had issued three titles: *Memories in Steam,* SP locos, $5, and its two new releases, *Great Moments of Steam Railroading,* various roads, the high point being a sweet-sounding Gainesville Midland chime whistle, with a Howard Fogg painting in color on its jacket, $5.50, and *Steam in Colorado,* five roads, $5. Set of three $13.75. Any two $9.50.

Desk-model 4-2-2T's, 6½ inches long, 2½ inches tall, quaint and colorful, are built and sold by A. D. Slater, 2025 Green Rd., Cleveland 21, O., at $3 each. When pulled by a string all 8 wheels revolve, both pistons operate. We have one. Steam fans admire it.

"Isn't it ironic that the last stronghold of main-line steam passenger service in America is the Grand Trunk Western, Detroit area, an area made famous by the development of the automobile?" asks Tom Cameron, 7408 Patton Ave., Detroit, Mich. Tom says that Detroit-Pontiac commuter trains on the GTW are slated for steam operation through 1960. We hope so.

Marker Lamp, mimeographed bulletin of North Jersey Chapter. NRHS states: "Steam Narrow-Gage Triumph! Unbelievably a dying symbol of railroading several years ago has astonished the industry by becoming the most profitable passenger run per train-mile in the U. S. The D&RGW's Durango-Silverton summer service operated 93 trips in 1958, carrying 31,984 persons for a 344 per-trip average. This compares with 81 trips in 1957, with 24,699 passengers, or 305 per trip. 1958 business contributed $125,000 to the Rio Grande's treasury—equal to $14.50 per train-mile."

Another NRHS bulletin, *The Trainmaster,* Pacific Northwest Chapter, reports: "Who says steam locomotive building is dead? The Oregon Locomotive Works has been incorporated under the laws of Oregon to construct an 1875 type steam engine to be used at the Oregon Centennial and then to run on the Portland Zoo Railroad. . . . One sidelight of the recent truck strike was the fact that it returned steam to Sherman Hill on the Union Pacific in Wyoming. Several Big Boys were put back into service to handle the increased business which came at the same time as the peak of the perishables season.

New York Central's 999 was displayed recently at Bergenfield, N. J., in a 10-day "Gay '90's Celebration." This engine, now partly rebuilt, spurted to glory May 10, 1893, with a new world's record for speed, 112.5 mph.

Southern Pacific, once the proud owner of America's largest fleet of steam locomotives, about 2,000, recently turned one of its last smoke-puffing iron horses to pasture as a monument to the Steam Age. We refer to No. 4294, a huge cab-ahead of the type designed by SP to give enginemen better vision around mountain turns of the Sierras, Cascades, and Tehachapis. She is on permanent exhibition at Sacramento, Calif., birthplace of railroads west of the Rockies and initial jump-

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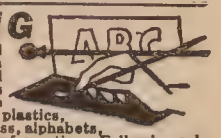
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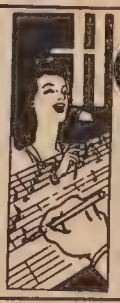
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off point for the first transcontinental line. Beside her stands SP's No. 1, the *C. P. Huntington*, in Railroad Park facing the depot.

Today, only a few steamers remain on the SP roster for possible emergency use. The road has donated about 60 (worth from $4,000 to $7,000 each in scrap) to various communities along its lines for preservation and display.

Steve Maguire reports that on his last trip down South the Gainesville Midland was still operating a few steam locos, mostly from the Seaboard Air Line, out of Gainesville, Ga., but was laying heavier track and reinforcing trestles for diesels to replace them. So you can cross the Gainesville Midland off your tiny list of steam roads.

Now listen to Rodger Darling, 1902 S. 17th Ave., Maywood Ill.: "The Colorado & Southern, a CB&Q subsidiary recently used some 2-8-0's, 2-8-2's, and 2-10-0's to help out during the sugar-beet rush, mostly between Denver and Cheyenne and nearby branches. The CB&Q itself runs occasional fantrips with steam power."

Black lime prints of Cooke, Manchester, and Rhode Island steam locos, 1880 to 1910, made from original tracings and glass plates, are sold by Charles Purinton, Boxford, Mass. He also sells Cooke and Rogers loco photos. List, 25c.

Paul G. Howes, curator of the Bruce Museum, Greenwich, Conn., buys 16mm sequences of steam action shots, U.S., foreign, color or black and white, "any engine or train movies which meet our museum's standards."

Tie-clasps, copper-enameled and hand-painted, showing narrow-gage steam, Milwaukee *Hiawathas*, Indiana lightweight cars, and FDD&I interurbans, may be bought from Russ Porter, 1701 S. 91st St., West Allis, Wis., at $5 each for front views, $7 for ¾ views, postpaid. We have seen samples; they are high grade, realistic.

Candy McCarthy, Springfield, Mo., says Swank manufacture a string tie-holder with a steam engine; Hickok puts out a tie-clip with an engine; both sold at men's stores.

The 1958 recession plus diesel deliveries bumped many of North America's few remaining steam engines from service. The following are still active as we go to press, but any may be retired overnight. Data supplied by Ted Sommer, Bill Marvel, W. C. Thurman, and Tom Lawson.

Loveland, Colo.—Gt. Western Sugar Co. 2-10-0, 2-8-0, 0-4-OT.
Indianapolis, Ind.—Indianapolis Lt. & Power, one fireless 0-4-OT at each of four plants.
Linton, Ind.—Sherwood & Templeton Coal Co., three 2-T Heislers.
Sault Ste. Marie, Mich.—Carbide Power Co., one Shay, one 0-6-OT.
Ashtabula, O.—Electrio-Metallurgical Co., one shay, one 0-6-OT.
Winchester, Idaho—Craig Mt. Ry., one 2-T Heisler.
Marlington, W. Va.—International Shoe Co., one Heisler.
Charleston, W. Va.—C&O, one fireless 0-6-OT.
Mobile, Ala.—Alabama Power Co., 2 fireless 0-4-OT's.
Superior, Wis.—GN, six 0-8-0's, one 2-8-2, stand-by.
Duluth, Minn.—NP, 41 held for scrap, including 0-6-0, 0-8-0, 2-6-2, 2-8-2, and 4-6-2.
Logansport, Ind.—France Stone Co., two 0-4-OT's.
Carbondale to Centralia, Ill.—IC, 2-8-2, 0-4-0, 2-10-2, and 4-8-2.
Petersburg to Richmond, Va.—N&W, 4-8-2.

Bob Anderson writes: "Regarding that rumor about the DM&IR being unfriendly to railfans, which the company itself denies: "I made a trip there last Oct. 17, when 2-8-8-4's were running, and got fine cooperation from hostlers, etc., in spotting them for pix. I found DM&IR men friendly. Had no difficulty in learning from operator's office at Proctor the arrival and departure times of trains." He adds to our steam list:

Michigan—Marquette & Ishpeming, Lake Superior & Ishpeming—2-8-0 and 2-8-2's, live and stored.
Wells, near Escanaba, Mich.—Escanaba & Lake Superior No. 14 (4-6-0) stored in roundhouse.
Gladstone, Mich.—Soo Line Nos. 736 (4-6-2), 471, 472 (2-8-0's), 1012, 1017, 1025 (2-8-2's), all stored.
Ontonagon, Mich., paper plant—No. 6 (2-6-2) stored.
Duluth, Minn.—Northern Pacific 0-6-0, 2-6-2, 4-6-2, 0-8-0, 2-8-2, all stored for scrap.
Superior, Wis.—Great Northern 0-8-0, 2-8-2, 4-8-2, 4-8-4, 2-10-2, 2-8-8-0, 2-8-3-2, all stored for scrap.
Escanaba, Mich.—C&NW Nos. 175, 1385 (4-6-0's), stored in roundhouse.
Staples, Minn.—NP 0-8-0, 2-8-0, 2-8-2, 4-8-4, 4-6-6-4, all stored for scrap.
Minneapolis, Minn.—GN 0-8-0, 2-8-2; NP 0-8-0, 0-6-0, 4-8-4, 2-8-2, all stored.
Cloquet, Minn.—Duluth & Northeastern two 0-6-0's, four 2-8-0's.
Proctor and Two Harbors, Minn.—DM&IR 2-8-0, 2-8-2, 0-10-2, 2-10-2, 2-10-4, 2-8-8-4, all stored, some for scrap, but 2-10-4's and 2-8-8-4's are being overhauled for use this coming season.

COURTESY

A RETIRED brass collar, Edward H. DeGroot, Jr., 1309 Spring St., N.W., Washington, D.C., recalls an incident that occurred when he was a division superintendent on the Chicago & Eastern Illinois. Train 21, which he was riding, was held by the board at Pana. A passenger asked about the delay and

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353—HOW TO BUILD A MODEL RAILROAD, Loose. Step by step in building a model RR. $2.00

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405—MODEL RAILROAD BOOK, Morgan. A must for all ready to run fans in any gauge. $2.00

202—MESSRS IVES OF BRIDGEPORT, Hertz. If you've owned Ives, get this. $4.50

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PC-4 ROLLING STOCK MANUAL. Plan book of freight, passenger cars. Over 100. ..... $1.00

701—AGE OF STEAM, Beebe & Clegg. Beautiful pictures and text. A must. $15.00

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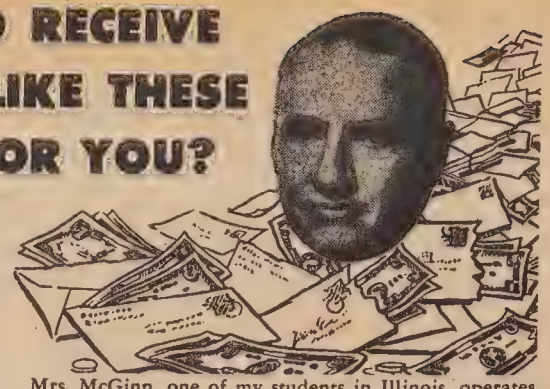

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Mrs. McGinn, one of my students in Illinois, operates a gift shop and sells Arabian perfume by mail order. F. Basler, N. J., sells Aztec bird feather pictures from Mexico to stores and by mail order.

You might ask, "Why do you let others in on your plan? Why don't you keep it all for yourself?" The answer is that items for import are countless. No one person could possibly handle even a small proportion of them. There's plenty of business in import-export for you and me and many others.

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the porter said, "Lady, we ain't allowed to tell you nothin'."

Superintendent DeGroot cut in: "What the porter means, madame, is that employes are not expected to voice opinions or conjectures on matters they don't fully understand. This railroad is equipped with a block signal system to prevent collisions. It so happens that a signal is holding us here because the track at Rosamond, or between here and Rosamond, is occupied by another train. As soon as that train clears the block we will proceed. Meanwhile, both trains are protected against collision."

INTRODUCING A NEW SYMBOL

SYMBOLS are used by railroads to stand for complicated ideas. For example, looking in an Erie diesel cab, you might see MFSE-15a stencilled under the road number. That symbol tells you that the locomotive has multiple-unit control, is a road-switcher designed for freight service, was built by Electro-Motive, is nominally rated at 1500 horsepower, and is equipped with dynamic braking. To save time, labor, and space, the Erie stencils MFSE-15a instead of the long explanation.

For a similar reason we are using abbreviations such as *tts.* (public timetables, *emp. tts.* (employes' operating timetables), etc. Now we have a new one *SAS*, meaning "Send self-addressed stamped envelope for list or information." E. P. Verdonck of Akron, O., suggested it.

Entries for this section must reach us about 10 weeks before the issue in which they will appear hits the newsstands. Early deadline is due to printing and distribution schedules. But we have more leeway with timely items such as advance notices of fantrips.

All entries are printed free, in good faith but without guarantee. Limit your entry to 28 words (including name and address), except when you list old issues of our magazine. If you want pen pals, specify your interests so that correspondents will know what to write about. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N. Y.

SWITCH LIST

JOHN AARDEMA, 114 16th Ave., Paterson, N. J., wants info, on Kansas City, Ozarks & Southern.

DAVE ADAMS, Box 426, Fergus, Ont., Canada, buys CNR and CPR switch keys. Trades or sells CNR and CPR tr. orders, CNR emp. tts.

BOB ANDERSON, you gave no address.

HENRY ALVARADO, 2339 64th Ave., Oakland, Calif., will buy various issues of The Marker (N. Jersey-NRHS). Write first.

H. R. BATES, 311A Lexington Ave, Syracuse, N. Y., sells emp. tts. LFSE.

HOWARD BEDWELL, JR., 45 Madison Ave., Mt. Holly, N. J., sells steam pix PRR, B&O, N&W, CN, Rdg., others.

MIKE BELHUMEUR, 3774 Oxford, Montreal, Que., Canada, wants negs. and slides M&SC.

W. BROSCHART, 243-20 Superior Rd., Bellerose, N. Y., sells slides, negs., pix, tts., Bulletins, Railroad Magazine. (SAS)

F. R. BRUNOT, 645 E. 54 St., Hialeah, Fla., sells SAL, FEC pix. (SAS)

HENRY CHILDER, Box 145, Union Mills, Ind., will sell 242 emp. tts., 37 roads. (SAS)

MISS MARJORIE CLUTE, 74 Sheridan Ave., Albany, N. Y., wants rr. books, 8x10 steam pix.

DICK COSTELLO, 27 E. Washington St., Rutland, Vt., will send Rut. tr. orders during World War II to anyone sending self-addressed samped env. as long as supply lasts.

LU. CUMMINGS, JR., 129 Nevin St., Lancaster, Pa., sells trolley pix, transfers, rr. pix, tts., mags. (SAS) Wants book, Electric Ry. Transp., by Blake & Jackson.

RAY CURL, 1223 Gilbert, Danvill, Ill., will sell emp. tts. List free.

OWEN DAVIES, 1214 LaSalle St., Chicago, Ill., buys, sells back issues Railroad Magazine, railroadiana; big list free if you specify your interest.

G. S. DAWSON, Box 42, Hico, Tex., sells back issues Railroad Magazine, Trains, books, Off. Guides, railroadiana. (SAS).

MILT DEVERMAN, Rte. 1, Box 122, Sharon, Wis., will sell to top bidder Railroad Magazine from Dec. '43 to Mar. '51, exc. Feb. '48; all good cond.

J. M. DUSSAULT, 3534 Cuvillier St., Montreal, Canada, buys pix, negs. GT locos pre-'23. Write first.

C. EMERSON, 1023 Odlin Rd., Richmond, via Vancouver, B.C., Canada, wants elec. ry. books and info. on rr. watches.

JASON FANE, 20 Midwood St., Brooklyn, N. Y., sells and trades elec. rr. and rapid transit pix, negs., info. (SAS).

T. M. FLATTLEY, JR., 1543 W. 66th Ave., Philadelphia, Pa., wants Pennsy steam negs.

FRANK FLORENTINE, 51 Richard Dr., Pittsfield, Mass., will sell collection 4x5 B&O negs. Also sells B&O pix. List and sample 10c.

NELSON FRIEBERG, 302 Eastwood Ave., Ithaca, N. Y., buys 35mm color slides, LV, Erie, NYO&W, steam, trains, stations.

RED GAY, 6 Northview Dr., Morris Plains, N. J., sells p.c. size steam negs. Trades for orig. 8mm movies, 35mm slides.

W. A. GRIMM, 204 Gregory Ave., West Orange, N. J., will trade used Simmons 12-karat G.F. vest watch chain for 6 brass switch keys, good cond.

HARVEY HANSEN, 4716 Grace St., Chicago, Ill., wants steam color slides and 8mm color movies, esp. C&NW.

GRAHAME HARDY, Carson City, Nev., buys and sells old issues Railroad Magazine, other rr. mags., books, wide variety railroadiana; big list free.

WALT HARRIS, 202 W. Longview Ave., Stockton, Calif., sells Railroad Magazine, Trains, U.S., British rail mags., model mags. List free.

JIM HICKS, 4704 Vineta, La Canada, Calif., sells railroadiana. (SAS)

BILL JANSSEN, 140 Callan, Evanston, Ill., sells 8x10 pix Lake Shore Elec., IT, Peoria City cars, Cornwall, BCE, Quebec City cars.

E. G. JOHNSON, 2215 E. Bayley, Wichita, Kans., wants pix certain AT&SF 2900 and 3300 class locos.

JOHN JONAS, 30 Northgate, Riverside, Ill., wants books and mags. 1834-'77, containing pix Isaac Newton's jet-propelled steamcar.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N. Y., sells back issues Railroad Magazine, Trains, model mags. (SAS)

BILL KATZMAN, R.F.D. Wachusett St., Leominster, Mass., will sell Railroad Magazine: Mar., July, Oct. '35; Apr. '36; Jan., Sept. thru Nov. '37; all '38 exc. Jan., Feb., Oct.; all '39 exc. Feb., Mar., June, Sept.; all '40 exc. Jan., May; all '41 exc. Jan., Mar., Dec.; all '47 exc. Jan., Apr., Sept. thru Nov. '43; all '44 exc. Jan., May, Feb., June; all '45-'58 exc. July '49, Aprl. '57; all good cond., $20 express collect.

JIM KERR, 7439 Birnam, Montreal, Canada, sells, trades 1000 builders' photos.

RONALD KUPIN, 14 Lotus Lane, Westbury, N. Y., wants Railroad Magazine '56 to date, Trains '53 to date; CERA Bull., Interurban Specials 6 and 9.

BOB LAW, Trailer City, Warrensburg, Missouri, trades Mich. Cent. tr. orders '02-'12.

TOM LAWSON, 2533 Montevallo Rd., Birmingham, Ala., sells, trades sizes 120, 116 pix short lines, industrial rrs., steam, diesel. (SAS) (See p. 62 of Feb. '59 issue.)

GARY LOEFFLER, 717 Rublee St., Lacrosse, Wis., will buy sizes 616, 120, 127 steam negs. Western logging roads.

H. J. MAXWELL, Box 52, Moriarty, N. M., wants pix NYC locos.

TOM McFADDEN, 917 N. 7 St., Boise, Idaho, buys D&RG books, maps, pix. Write first.

B. MOLNAR, 89-22 75 Ave., Glendale, N. Y., sells and trades trolley, elec. pix. List free.

ED. MORGAN 237 Woodale Ave., Oakville, Ont., Canada, sells size 2¼x3¼ CNR negs.

C. E. MULVIHILL, Todd Hall CPS, Tacoma, Wash., wants data, pix Coeur d'Alene Ry. & Nav. Co. 2-6-0's Nos. 1, 2.

BEN MYERS, 710 Weschler Ave., Erie, Pa., wants Kalmbach Locos of PRR, other books, pix, negs., data on PRR steam since '10. Sells pix Pennsy I-1sa.

DAVE NESTLE, Box 221, Milford, N. Y., sells FJ&G tts., tkts., baggage checks, rulebooks. (SAS)

GREER NIELSEN, 1527 Colfax, Evanston, Ill., wants TCRT pix, maps, transfers. Trades and sells SHRT, CTA pix, maps, transfers.

M. PADDOCK, Box 24, Carlstadt, N. J., buys pre-1900 tts., pix Monon locos 9, 120, also n.g. pix.

J. C. PARRY, 51 Oakwood Ave., Upper Montclair, N. J., trades, buys color p.c.'s trains and ships.

RALPH PHILLIPS, 17 Eden St., Salem, Mass., trades orig. 35mm color slides, steam, elec., diesel. Wants NYC, C&O, Santa Fe, CNR, CPR.

HAROLD PINSKER, 1224 Bryant Ave., Bronx, N. Y., wants steam, diesel pix, esp. UP, IC, DRG&W.

AL PLUMLEY, 209 Homedale Rd., Hopkins, Minn., wants old rr. stock certificates and tts.

JERRY POPPINK, 562 Lincoln St., Evanston, Ill., sells hi-fi CB&Q 4-6-4 steam tape recordings.

KEITH PRATT, Bloomfield Station, Prince Edward Island, Canada, will buy, sell certain issues of Railroad Magazine, '46-'52. Write first.

JOE QUINN, Box 24, Tillson, N. Y., buys, trades steam negs., sells elec. and diesel negs. and pix, steam pix.

JOE SAITTA, 114-40 209 St., Cambria Heights, L. I., N. Y., sells elec. lines slides.

CHAS. SALTER, 7th and Lansdowne Sts., Desoto, Missouri, wants pen pals interested in steam.

JIM SCHOENBEIN, 320 Hess Ave., Erie, Pa., sells original, duplicate 8mm steam color moves. (LFSE)

A. R. SHADE, 9831 Aldridge Dr., Columbia Station, O., sells, trades tape, 33-1/3 rpm disc recordings, many rrs., elec. lines. List and sample 50c.

C. B. SHENK, 720 Rorherstown Rd., Lancaster, Pa., will sell bronze loco bell, good cond., probably from Rdg. 1758, to highest bid over $100.

DICK SHORT, 226 Valley Rd., Merion Station, Pa., sell, trade size 616 negs., 35mm Kodachromes, PST, P&W, PTC, etc. Wants pix U.S., foreign cars, locos.

GEO. SKOGLAND, 615 Maxwell Pl., Ridgewood, N. J., sells sizes 620, 5x7, 8x10 pix Erie, NYO&W, DL&W, M&NJ; also sells NYO&W forms, passes, rulebooks. List free.

FRED SMITH, 9437 Olive St., Oakland, Calif., wants pix and history of Vgn. 446 (2-8-2) and MKT 109 (0-8-0).

LELAND SNYDER, Fort Plain, N. Y., will trade huge Railroad Magazine, Trains, etc., for rr. watch.

MARC SOLON, 704 Parkside Ave., Trenton, N. J., wants tts. Austrian, Danish, Finnish rys. '30-'39.

T. J. SOMMER, Codfish Hill Rd., Bethel, Conn., will sell 122 back issues Railroad Magazine '41-'55. (SAS) Wants pix Sierra Ry. (2-6-6-2) No. 38 and GW No. 90 (2-10-0.)

J. SWANBERG, Rte. 3, Newtown, Conn., wants pix Pennsy G-5 44, B&O 4601, 467, 5650, 750, B&M 1400, NP 1613.

JAY TAYLOR, 2706 43rd Ave., San Francisco, Calif., wants Los Angeles Ry. guide maps showing trolleys.

W. A. TODD, K218 Longnecker St., Buffalo, N. Y., will sell NYC blueprints of yards and shops.

BILL TYSON, 406 Kershaw Pl. SE, Aiken, S. C., wants Williamsport & North Br. loco roster.

P. G. VOGEL, 5234 Vanderbilt, Dallas, Tex., wants Oct. '47 Railway Progress.

LEWIS WALTER, 34 Highview St., Norwood, Mass., sells size 616 steam pix New Eng. rrs. List 10c.

BILL WARDEN, 1216 Shamrock Lane, Waynesboro, Va., sells steam, diesel action shots B&O, N&W, Pennsy, VBR, BC&G. List 10c. Wants pre-'50 Off. Guides.

JEFF WIEN, 2741 Garrison Ave., Evanston, Ill., wants pix CTA, CSL, CRT trolleys, els. Sells or trades CNS&M, TMER&L, CTA pix, tts.

RON WOLF, 7982 Hopper Rd., Cincinnati, O., wants info., pix early B&O and Pennsy facilities at Loveland, O., pix NYC loco 1959.

DAVE WOODS, Box 325, E. Pepperell, Mass., wants pix, info., rosters B&M, B&A, NH, MeC, CV, SR&R, steam, elec., trolleys.

BRUCE YOUNG, 67 S. McKinley, Battle Creek, Mich., buys, sells, trades Pgh. Rys. pix; buys trolley pix esp. DRS, midwest Interurbans.

MODEL TRADING POST

S. BLANC, 315 S. Forest St., Denver, Colo., will sell 3 AF custom-built Interurban trains, one 3-car MU, 2 frt. (SAS)

ED BUTTLING, JR., 72 Lebkamp Ave., Huntington, N. Y., will sell Lionel and scale O gage equip. (SAS)

DAVE DECKER, 34 Marland Rd., Worcester, Mass., will buy Lionel 6250, 623, 624.

M. FRANKEL, 2119 Sycamore St., Terre Haute, Ind., sells AF catalogs '52-'57, Lionel catalogs '53-'58. (SAS)

STEVE FREEDMAN, 13 Anthony Dr., Spring Valley, N. Y., sells HO gage equip., Lionel, AF items. Also low-cost model rr. printing. (SAS)

ED FROST, 501 Broad Acres Rd., Narbeth, Pa., will sell HO gage German, U.S. trains, kits, pts., cats., books, pix, tts., transfers, 150 items. (SAS)

D. W. KELLEY, 214 W. Willis, Kent, Wash., will sell Athearn HO locos. (SAS)

BRUCE MacDONALD, 427 W. Boone St., Belvidere, Ill., wants HO equip.; will trade rr. pix, tts., train orders, etc., over 700 items, 1872-1947.

HARRY MASON, 2631 Chapline St., Wheeling, W. Va., will sell new Lionel Super O set 728, locos 2331, 736LTS.

RUSS McLAREN, 1035 Mapleton Ave., Oak Pk., Ill., will sell AF and Lionel O and std.-gage equip. (SAS)

A. E. MILLER, 3212 34 Ave. S., Minneapolis, Minn., disposing of std.-gage collection. Will buy mint Super O trains, accessories, cats., cast-iron toys.

K. E. PARKER, 148 Lavender Ave., Condon, Coventry, England, will sell super detailed HO scale bldgs. to US designs. Illustrated list 15c.

O. A. PARRIS, 1019 13 St., Bremerton, Wash., buys OO gage items or trades for OO gage Scalecraft class H or Vanderbilt tender, 10-wheeler crosshead guides, etc.

BILL PAUL, 107 Richarot, Evansville, Ind., wants Ives, Dorfan, German, Voltamp, Lionel, AF trains pre-'32.

DR. ADOLF SCHACHTNER, last known address Vienna, Austria, contact L. H. Austin, 808 Aetna Dr., Ellwood City, Pa., who has model loco prints and data you asked for.

CLAYTON SHERRY, 76 Gralia Dr., Springfield, via Wilbraham P. O., Mass., sells and trades HO gage locos. (SAS)

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"This hair formula has actually grown full new hair on the bald and balding heads of many, but not all, of my clients. I and doctors with whom I have discussed it believe that the activating ingredients were produced by nature. In 1950, the 15th year of my experiments, a solution in my laboratory produced a culture of air borne mold similar to those which produce penicillin and other antibiotics. Cases of hereditary male type baldness (with dead hair follicles) cannot be remedied. Medical doctors state that most baldness is of this type. 'To my amazement this formula completely eliminated dandruff and itchy scalp and grew hair where it has long been balding,' writes one user. My formula and scalp treatment involves no oils, heat or odor and there is no way for others to tell you are treating your scalp except from results. Application and morning hair combing may be done at the same time. My treatment costs $10 postpaid for an 8 week supply with instructions. If you prefer to read more about this formula, send your name and address for absolutely free information. I believe that my formula in some way assists nature in restimulating growth of hair. I hope you will experience the happy results that so many of my clients have written and shown me."

WALTER FIELD, Dept. 75, 6399 Willshire, L.A. 48, Cal.

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See Your Local Red Cross Chapter, Today!

GERMAN AUTOMATIC 6-SHOT REPEATER —.22 CAL.

The skilled hand of the German gunsmith is responsible for this .22 caliber, 6-shot repeater automatic with self-ejecting clip. Just 4" long, fits easily into pocket or purse. Ideal for sporting events, stage use (not available to Calif. residents). Comes for $6.95 ppd. from Best Values, Dept. G-269, 403 Market, Newark, New Jersey.

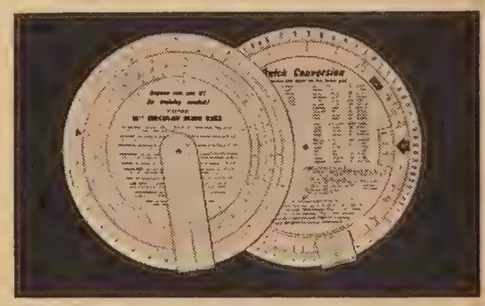
This is an authentic crossed saber 7th Cavalry hat insignia, one of a small number just found in a U. S. warehouse. This is the insignia worn by Custer and his troopers. It is brass, absolutely authentic, measures 2½" x 1⅛", can be worn as a lapel button. Unusual. $2 ppd. Arms & Weapons, Dept. AR, 40 East 40, N. Y. 16.

We'll bet a sailor's knot that you can't resist these sailor suits for your tiny shipmates! Well made and of sturdy material to take plenty of rough treatment. Jaunty sailor hat completes the nautical touch. Sizes: 2 to 8. Sanforized white, $6.95; skipper blue twill. $7.95; hat, $1 ppd. Florida Imports, Dept. AM, Green Cove Springs, Florida.

This beautifully and cleverly designed model of a high powered 45 automatic contains over 15 moving parts. Load 8 rounds in mag. clip which snaps into butt. Fires 8 pellets just as fast as you can pull the trigger! Great for target practice. Easily assembled. Comes with instructions for $1.25 ppd. Honor House Products, Dept. PP-87, Lynbrook, N. Y.

Bound to please mom is this intriguing 6-piece Dinner Bell kitchen set. 3 fast color, lintless, absorbent terry cloth towels, 2 terry pot holders plus handy dinner bell make up this attractive gift box. The appealing quaintness of set turns kitchen chores to fun! Set is $2.98 ppd. Miss Judy Lane, Dept. A, 1018 Nagle St., Houston, Tex.

The precision workmanship that went into this handsome 3-dial chronograph wrist watch makes it a truly outstanding gift for friends as well as a treasured possession for yourself. A timekeeper and a stop-watch in a rugged shock-resistant case. Radium hands and numerals. $8.95 ppd. Cryder Sales Corp., Dept. C-716, Whitestone, N.Y.



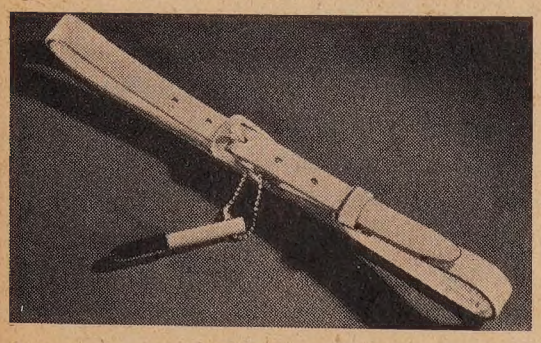
Calculated to appeal to car enthusiasts, engineers and business men! This circular calculator solves basic math problems at a glance. One side divides, multiplies, takes proportions, square root, etc. Other side converts metric to Imperial measure, acres to sq. miles, etc. Unbreakable and terrific! For $1 ppd. from Bruce Bolind, Montrose 97, Calif.

No more huffing and puffing for outdoor cigarette-lighting! Lighter utilizes power of the sun—no fuels or matches needed. Cigarette fits into pocket-sized reflector—in seconds your "smoke" is ready. Even works through sunny windows indoors! Comes in plastic case for $1.29 ppd. (12 for $13.20.) Std. American, Lighter Dept. SL-66, 1 Park Ave., N. Y.

Wall-size picture map of the Civil War shows nearly 100 places, events and campaigns, gives complete information on all. Brilliantly drawn, and in four colors, map has 8 side panels with paintings depicting famous events such as Ft. Sumter, Gettysburg, Bull Run, etc. Measures 23"x23". $1 ppd. House of Maps, 1308-H Lincoln Building, New York 17, N.Y.

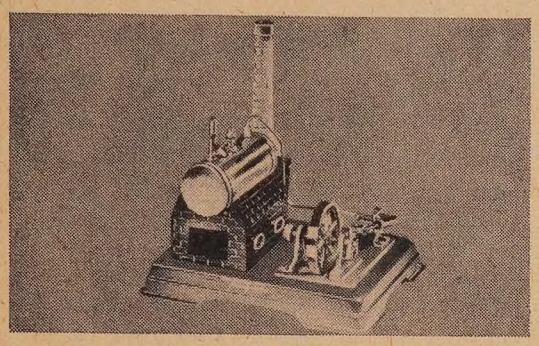
SHOP BY MAIL

All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized items. This department is not composed of paid advertising.



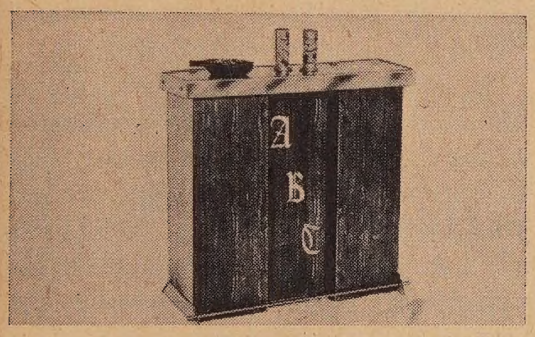
Autograph belt answers the quest for that extra special gift. With 5" ball point pen, friends can sign belt! Nice for noting telephone numbers, too. Made of topgrain natural color cowhide, ¾" width. Smart gilt buckle. A real dandy, this. Sizes: 22 to 42, or give waist measurement. $1.50 ppd. from Garfield Belt, 100 Garfield Ave., New London, Conn.

You've heard the expression, "funny as a three dollar bill." Now's the chance to prove one really exists—it does in the form of these Republic of Texas $3 bills issued in 1836. Be a big tipper with this bankroll of threes. Great fun. Limited supply. $1000 in $3 bills, $1.98 ppd. Banner Supply, 1308-B Lincoln Bldg., N. Y. 17.

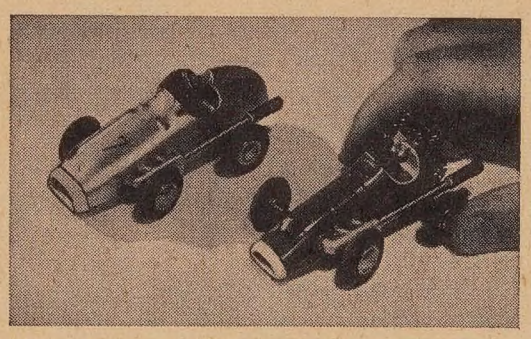


Precision-made live-steam engine will add realistic power to any operating model. Develops strong 1/30th h.p. at 1800 r.p.m., has brass boiler, bronze fittings, hand-throttle steam whistle, grooved pulley wheel. Operates off safe dry fuel, stands 10". German-made. $8.95 ppd. Extra fuel, $2. William Products, Dept. A, 10 E. 81st, N. Y. 28.

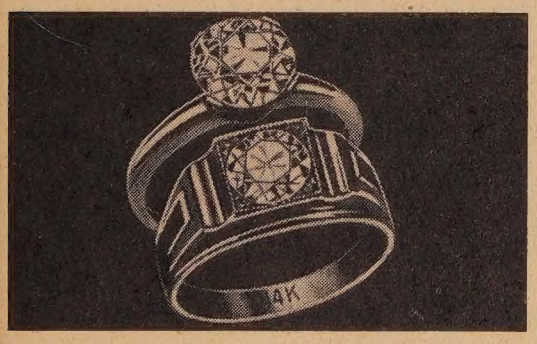
You don't *have* to have talent to draw! Yessir, simply focus Magic Art Reproducer on any subject and follow the lines of the "picture image" reflected on paper. Then draw to your heart's content. Reduces and enlarges. Easy to follow for reproducing actual colors. Fun and entertaining. $1.98 ppd. Norton Prod., Dpt. AD3, 296 B'way, N Y



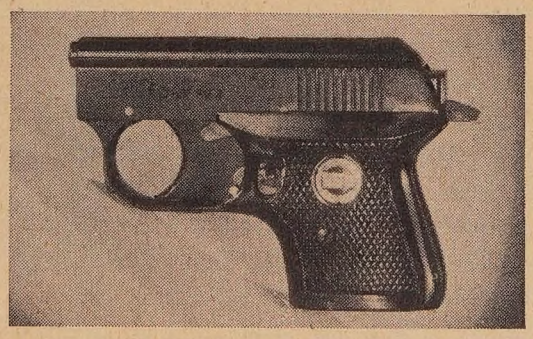
Serve with distinction from this handsome bar adorned with your initials for that personal touch. Made for indoors and outdoor use. Stain resistant top. Sturdily built of aluminum and wood grain finished Multi-Flute fibreboard. Built-in shelf for bottles, glasses and napkins. $5.98 plus 63¢ shipping charge. S. J. Wegman, Dept. BR-66 Lynbrook, N. Y.



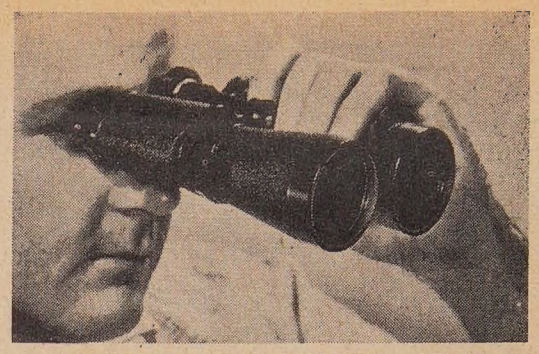
Sleek imported scale models of Mercedes-Benz (top) and Ferrari racers are only 4" long, yet go 20 mph on a straightaway. Beautifully detailed, cars have micro-sensitive adjustment and differential for precision steering, brake, free-wheeling, crash absorber, etc. Nice for $2.95 ppd. each. Prince Enterprises, 60-B East 42nd St., N. Y. 17.



Here's the man-made stone, cut by hand and hand-polished, with the appearance of a costly gem, but without its price. An example is the one-carat stone above which sells for a total of $27, tax included. For more information and details on easy payments, write to Capra, Dept. AG-19, Box 5145, Philadelphia, Pennsylvania.



The skilled hand of the German gunsmith is responsible for this .22 caliber, 6-shot repeater automatic with self-ejecting clip. Just 4" long, fits easily into pocket or purse. Ideal for sporting events, stage use (not available to Calif. residents). Comes for $6.95 ppd. from Best Values, Dept. G-269, 403 Market, Newark, New Jersey.



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Brand new 1959 Model 6-shot German revolver that sells in the $28-34 range. A tight, accurate well-made piece. 2½" Bbl., 5" overall. Fires popular Winch., Rem., Western, Peters .22 short ammo. Features side gate loading, screw-in ejector rod. Has steel rifled barrel with blade front sight. Excel. for target, plinking or defense. 10-day money back guar. Only $12.95 COD's require $6.50 deposit. Leather holster $2.25. Shipped FOB, Los Angeles express charges collect. Send cash, check or M.O. Calif. res. add 4% state tax.

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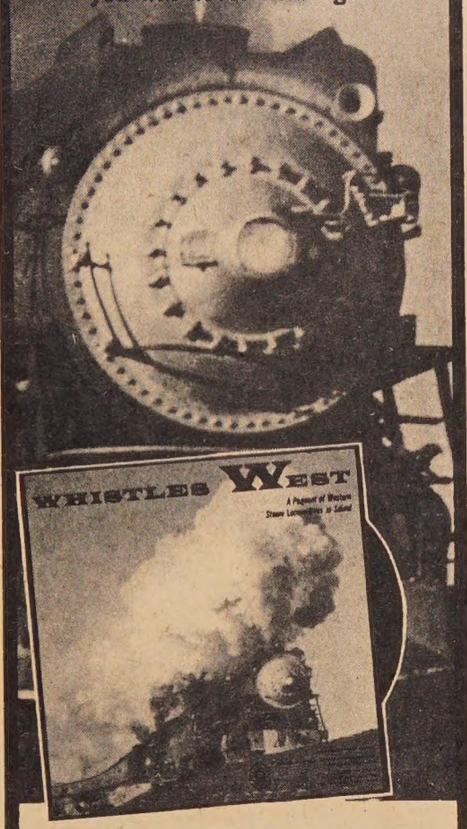

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BOOKS of the RAILS

BY P. C. GRAVES

LITTLE RAILWAYS OF THE WORLD, by Frederic Shaw, Howell-North, 1050 Parker St., Berkeley, Calif., 270 pages, $6.

Here is a memorable story of the world of railroading in miniature. Bantam work-a-day lines exist all over the globe, but this is the first time their histories have been assembled in one book with a special appeal to all railfans.

Readers who crave adventure will delight in the stories of railroads in Africa and the Far East. Those with nostalgic leanings will enjoy the chapter on the early Cagney engines, many of which are operating today in amusement parks throughout the country. Model fanciers will find valuable workshop information and equipment drawings. And all who regret the passing of the Age of Steam will enjoy reading about these shoulder-high locomotives presented in a fascinating book, rich in pictures and anecdotes.

Mr. Shaw, a former architect and railroadian, is retired at 75 to a busy life collecting historical data.

DIRECTORY OF RAILWAY OFFICIALS & YEAR BOOK, 1958-1959, Tothill Press, Ltd., 33 Tothill St., Westminster, SW 1, London, England, 235 pages, 40 shillings.

This latest edition of an old-established reference work includes a new section with details of builders of locomotive and rolling stock throughout the world. Entries relating to Poland and Rumania have been revised and that of the U.S.S.R. railways has been brought up to Jan., 1958.

THIS WAS RAILROADING, by George B. Abdill, Superior Publishing Co., Seattle, Wash., 192 pages, $10.

For George B. Abdill, writing about trains is a matter of exchanging throttle for typewriter. Since childhood he has been under the spell of railroading and now, as a Southern Pacific "hoghead" and dedicated collector of railroadiana, he offers a rare treat in this historical collection of photos and stories about the tracks, trains and trainmen of the Pacific Northwest. In this book of beauty and memory is the story of railroading as the "New West" saw it and rode with it.

BULLETIN NO. 99, Railway & Locomotive Society, Baker Library, Harvard Business School, Boston, Mass., 79 pages. Members, $2, non-members, $3.

Gerald Best's article, *Early Steam Suburban Railroads in Los Angeles,* includes a condensed history of each, with special items of human interest, a locomotive roster and disposal information. It is interesting to note that up to 1895 the principal method of transportation between downtown L.A. and its suburbs was by shortline railroads, powered by steam dummies. Most of them were absorbed in the interurban network, which in turn has been taken over by the motor bus.

All of these lines were built during the great Los Angeles real-estate boom of 1885, and eventually became the backbone of the Pacific Electric; the Los Angeles Ry. Co., and the terminal facilities of the Union Pacific and the Santa Fe.

The Reading "Columbias," by F. Stewart Graham, is an interesting article on the experimentation of the Philadelphia & Reading's eleven Columbia-type engines.

Also included in this issue is an account of the *Toledo & Ohio Central Ry.,* by Charles E. Fisher, president of the Railway & Locomotive Historical Society.

PROFANE JUNCTION, by Leslie Turner White, William Morrow & Co., Inc., 425 Fourth Ave., New York City 16, 404 pages, $4.95.

Railroading was a fever that stirred the blood of Jubal O'Neal (Jubelo) whose consuming ambition was to build a shortline road in the High Sierras. The story takes place in the 1870's when the dominance of the Iron Horse changed the picture of America in the span of a lifetime. Much of the action centers around Sacramento which had grown overnight from a town of false fronts to a brawling city.

VALLEY & SILETZ RAILROAD, by Edwin D. Culp, Special Edition of the Western Railroader, Issue No. 227, Box 668, San Matio, Calif., 36 pages, $1.

Incorporated in 1912 and built by Cobbs & Mitchell as a connecting link with the Southern Pacific for the transportation of lumber, the V&S runs from the Valley of the Willamette, over the summit of the Coast Range to the Pacific, between Independence and Valsetz, Ore., 40.4 miles. Operation between the two points was not completed until 1918. However, during construction considerable tonnage was picked up as work progressed. ●

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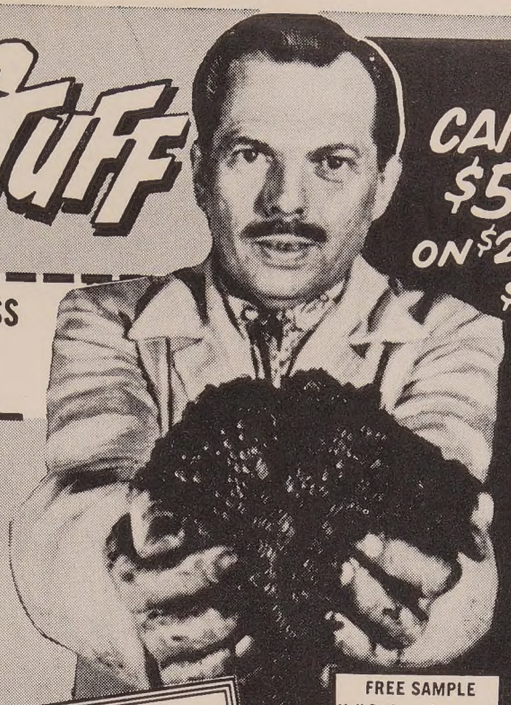

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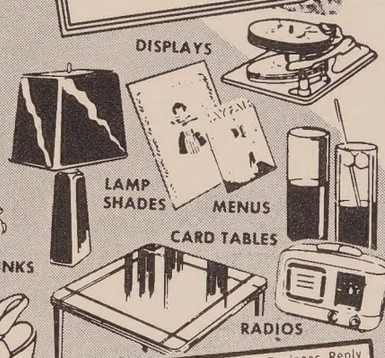
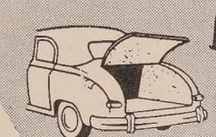
Protects and Beautifies METAL, WOOD, PAPER, GLASS Anything at all!

BECOME EXPERT IN A FEW HOURS!

No previous experience or special skill needed. My complete illustrated instructions make it easy to learn, easy to do. Few hours of practice make you a professional. Some actually complete and deliver their first high-profit jobs within a day or two after materials arrive!





OTHERS DO IT— SO CAN YOU!

$10,000 A YEAR!
"Earned $10,000 a year from spare-time start."
G. H., California

$13 AN HOUR!
"Got $52.50 doing auto trunks in 4 hours . . . earned $13 per hour."
J. O., Missouri

TOO MANY ORDERS!
"Getting orders faster than I can handle in spare time."
W. R., Wyoming

$100 JOB 1ST DAY!
"Got $100 job first day . . . promise of several more already."
C. H. E., Maryland

QUICK $100 ORDER!
"Got quick $100 order from store . . . lined up 5 others in 4 hours."
H. G. R., Wisconsin

NOTE: This new kind of Coupon-Business Reply Postcard requires no stamp or envelope. Write your name and address clearly on the lines provided—then clip and drop in mailbox. Nothing else to do. When we receive it, we will rush FREE USABLE SAMPLES, HOME BUSINESS BOOKLET and CONFIDENTIAL DETAILS to you by return mail absolutely Free.

EARN UP TO $250 A WEEK

Of course, not *every* job pays $10 for 15 to 20 minutes work. And not *every* minute is productive. You must spend *some* time discussing orders with customers, preparing your materials, cleaning your tools. But profits are so *fantastic* that just a *few jobs a week* can bring in $200 or more. I show you *exactly what to do* to get these big-pay orders rolling in!

ORDERS COME FROM HOMES, STORES, FACTORIES, RESTAURANTS, ETC.

Prospects for Velvo-Finish are behind almost *every door*. Illustrations here show only few from *hundreds* of uses. Cover bottoms of lamps, ash trays, pottery, to prevent scratching tables. Beautify old book cases. Put green game-room tops on card tables. Make and sell your own Xmas cards and toys *by mail order* (I show you how). Line trunks, compartments of new and used cars with this velvet-soft finish to protect luggage *(tremendous* market here!). And many more. Instructions include *scores* of money-making ideas like these.

ENJOY REAL PROSPERITY IN GOOD TIMES OR BAD

Velvo-Finish *saves* money by renewing and beautifying *old* articles so *your* trade often *picks up* when other business is in a slump. Do you ever worry about losing your job? Change that with a *year-round* big-profit business of your own! Buy the nice home and fine car of your dreams. Have money and time for *several* vacations a year. Plan a *better* education for your children. Velvo-Finish can do *all* this . . . and *more!* Start by mailing the Coupon *TODAY* for big FREE packet – samples, ideas, business plans, full details.

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FREE!

SAMPLES, 50 HOME-BUSINESS IDEAS BOOKLET AND CONFIDENTIAL DETAILS

Just write your Name and Address on Card–Cut Out – Mail. (Ignore printing on back) We pay postage.

NO CHARGE FOR FRANCHISES
MANY OPENINGS NOW, BUT GOING FAST

Don't delay. Be the *first* in your area to cash-in on this amazing development. Many firms with such a sensational money-making invention would charge *hundreds of dollars* just for the license to use it – but Velvo-Finish Franchises are FREE to those who act at once!

Expect $1000 a Month Profit Permanent – Big Future

Exciting profits today – even *bigger* earnings soon, as your reputation grows in the community. Don't stand idly by and watch someone else get the "gravy." Start NOW . . . *TODAY!*

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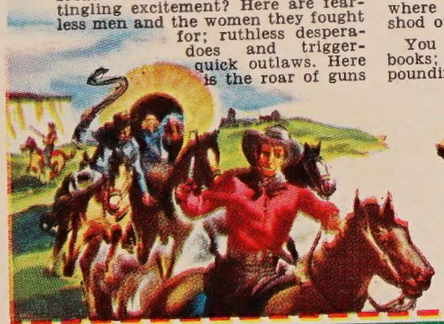

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8. WEST OF THE PECOS. Into this land of the lawless came a straight-shooting young man—who turned out to be a *girl!*
9. THE LIGHT OF WESTERN STARS. Mighty epic of warfare on the border, throbbing with excitement!
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